

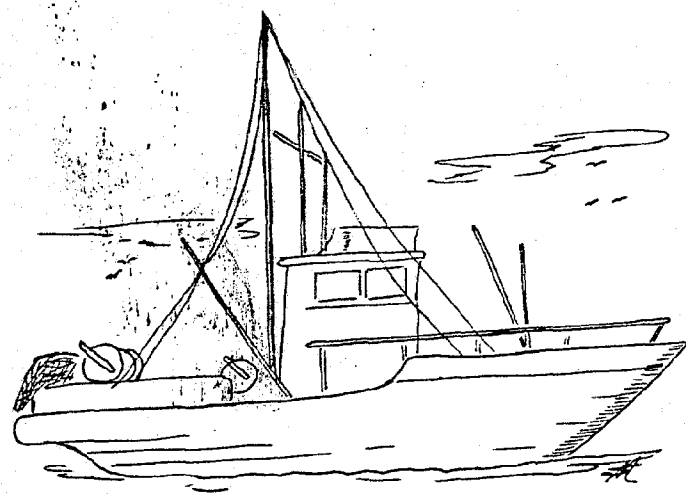
17004

W.P.

COOS BAY ESTUARY PLAN PROPOSED

Coos Curry Council of Governments

EXCEPTION TO LCDC GOAL #16 (ESTUARINE RESOURCES)



AND AMENDMENT TO THE COOS BAY ESTUARY PLAN, AN ELEMENT OF THE COOS COUNTY COMPREHENSIVE PLAN FOR THE CHARLESTON BOAT BASIN EXPANSION INTO THE AREA KNOWN AS "COASTAL ACRES"

Oregon

COOS CURRY COUNCIL OF GOVERNMENTS

IN BEHALF OF COOS COUNTY AT THE REQUEST OF THE PORT OF COOS BAY

MAY 1979

17004

In the Matter of an Ordinance Amending
the Ordinance of May 16, 1979 Entitled
"Coos Bay Estuary Plan: An Element of
the Coos County Comprehensive Plan"

ERRATA AND MINOR CHANGES

<u>Section Color</u>	<u>Part No.</u>	<u>Page No.</u>	<u>Section Title</u>	<u>Line No.</u>
Purple	--	--	Acknowledgements	17
			"Brodt" to <u>Broodt*</u>	
Purple	--	--	Exec. Summary-Purpose	24
			"property" to <u>properly</u>	
Blue	I	I-3	Summary-Conclusions	8
			"More than <u>16</u> alternative sites..."	
Blue	I	I-3	Summary-Conclusions	17
			"developed" to <u>develop</u>	
Blue	I	I-3	Summary-Conclusions	22
			"Public use of and <u>access to the area...</u> " (This error appears frequently)	
Blue	I	I-3	Summary-Conclusions	24
			"expidite" to <u>expedite</u>	
Blue	I	I-4	Summary-Conclusions	3
			"concern <u>that</u> long term moorage needs be met."	
Goldenrod	III	III-15	Exception-Consistency	25
			"restuarine" to <u>estuarine</u>	
Goldenrod	III	III-16	Exception-Consistency	10
			"recuction" to <u>reduction</u>	
Goldenrod	III	III-19,20,21	Exception-County Consistency	A11
			<u>DELETE</u> section on consistency with Coos County Plan Policies.	
Goldenrod	III	III-43	Exception-Alternatives Feasibility	3
			"Also, the largest size craft that can be stored in <u>existing</u> dry-land facilities is 30 feet."	
Goldenrod	III	III-54	Table-Env't'l. Assessment	
			"cookle" to <u>cockle</u> "macome" to <u>Macoma</u>	

GC97. C42-1977
Coos County
Oregon

Goldenrod	III	III-72	Exception-Long Term Consequences	32
			"Cherleston" to <u>Charleston</u>	
Green	V	V-6	Environmental Assessment	14-15
			"the calms which are being displaced during construction <u>may</u> grow back."	
Green	V	V-11	Environmental Assessment	17
			"Department of Environmental Qaulity"	

*Underlined portions reflect changes

17004

Oregon Coast - Curry Council of Governments.

THE BOAT BASIN EXCEPTION TASK FORCE
RECOMMENDS TO ALL REVIEWING BODIES
THAT THE EXCEPTION DOCUMENT, PROJECT
DESIGN, MITIGATION REQUIREMENTS, PER-
MITS AND ANY OTHER RELATED PROCESSES
BE EXPEDITED TO FACILITATE IMMEDIATE
MOORAGE DEMANDS.

Proposed

Amendment to the Coos Bay Estuary Plan,
an Element of the Coos County Comprehensive Plan

and

Exception to the Land Conservation and Development
Goal #16 (Estuarine Resources) requiring "Coastal Acres"
to be Designated as an Estuarine Conservation Management Unit

or

The Exception to Land Conservation and Development
Goal Requirements for the Expansion of the
Charleston Small Boat Basin

Coos-Curry Council of Governments

July, 1979

A revision of the May, 1979, Document

The preparation of this document was financed in part through a PROGRAM DEVELOPMENT GRANT, under the Coastal Zone Management Act of 1972, administered by the Office of Coastal Zone Management of the National Oceanic and Atmospheric Administration.

* * *

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16. Abstracts The document contains necessary information to support taking an exception to LCDR Goal #16 (Estuarine Resources) for the purposes of expanding the Charleston Small Boat Basin into the area known as Coastal Acres. The document pages, executive summary, statements of context, state of exception, plan amendment, environmental assessment of preferred alternative, recommendations, and appendices contain the information essential to considering the need and appropriateness of taking the exception. The exceptions process requires that need, alternatives, consequences, and compatibility of the proposed use for a proposed site be assessed in order to determine that the LCDR goal cannot be strictly applied.			
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Jeff Kaspar for detailed information and analysis

Bob More for identifying key issues and conscientiousness

Ruth Day for representing special perspectives and realities of Charleston

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Glen Hale for monitoring the adequacy of citizen participation and for informally coordinating information sources

Chuck Walters for patience, extensive background work, and raising alternatives.

All Task Force members contributed far more to the quality of the process than one ordinarily finds in such a group. In addition to contributing to this process, they also established the credibility of a diverse (public and private) group with opposing points of view being able to address issues on a rational basis and in a reasonable way. The Task Force proved that different interests can function effectively together to complete a task.

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Introduction

On March 14, 1978, the Port of Coos Bay filed an application to the Division of State Lands for removal of 130,000 cubic yards of material in order to expand the existing Charleston Boat Basin to the south into an area known as Coastal Acres. The expansion of the basin was designed to provide 186 additional moorage slips for commercial and pleasure boats.

During the summer months the application underwent the Division of State Lands' waterway project permit review. A number of resource agencies and private individuals requested that the permit be denied due to the biological importance as a clam production area and the importance of this area as a recreational clam digging site.

In the letter denying the permit application, dated November 15, 1978, the Division of State lands found that "in view of the significant clam population and the public clam fishery at the proposed expansion site...the proposed project is inconsistent with the protection, conservation, and best use of the water resources of this State."

In accordance to established regulations, the Port of Coos Bay requested a hearing on the denial of the permit application. The Division of State Lands set January 25, 1979, as the date of the hearing.

At the hearing, a number of concerns were expressed by the interested resource agencies. The Oregon Department of Fish and Wildlife testimony centered around concern over removal of aquatic resources and destruction of the clam bed. The National Marine Fisheries Service based their objections on the highly desirable use of Coastal Acres as a recreational clamming area. Dr. Paul Rudy, Director of the Oregon Institute of Marine Biology, was concerned that the area would be lost as an instructional area for students of OIMB.

As a result of the hearing, it became evident that an exception to one or more of LCDC's statewide and/or coastal goals would be needed prior to issuance of a permit.

This document contains the essential information related to the proposal to take exception to portions of the Land Conservation and Development Goal #16 (Estuarine Resources) which, strictly applied, would require that the area known as "Coastal Acres" would be designated as a conservation management unit. Such designation would not allow new dredging for the proposed expansion of the Charleston Small Boat Basin into portions of "Coastal Acres".

The exceptions process was initiated by the Coos County Board of Commissioners in late January-early February. The process is described in the document. The Board initiated this consideration at the request of the Port of Coos Bay and State Senator Jack Ripper.

Initially, the exceptions process — which is the period during which the issue is examined according to need, alternatives, consequences, and compatibility — was expected to be concluded by the end of April. However, the following circumstances or situations intervened in the original schedule thus necessitating an additional few weeks to present the results of the process to the Coos County Board of Commissioners for their consideration.

1. The unavailability of certain information which was believed to be accessible when the work program was developed.
2. The qualitative work of the Exceptions Task Force which examined certain issues in more depth thus requiring more time.
3. The fluctuating status of the estuary planning effort which was resolved mid-exception process but first obstructed certain timely considerations then diverted resources to accomplish the work program preparation for the estuary work program.
4. The development of expectation and need to do an environmental assessment of the preferred alternative, "Coastal Acres" as part of the exception process.

5. External schedules which diverted staff resources — this became a problem only as a result of the first four items because the original intent was to have the process complete before the other schedules came into play.

If all information needed had been available and accessible, if the status of the estuary work had not fluctuated, and if no environmental assessment were needed, the process could have been completed and the proposed exception presented to the County Board of Commissioners by mid to late April.

This background document for the proposed exception contains the context of the proposed project and the proposed exception; identifies the plan amendment; addresses site, situation, Land Conservation and Development Goals, and County Plan consistency, and process; assesses needs, consequences, alternatives, compatibility, and makes findings of facts relative to these exception criteria; contains frameworks for evaluating moorage and moorage facilities; assesses the environmental relationships of the preferred alternatives; identifies recommendations of the Task Force; and contains essential information from the administrative record of the process.

This document does not contain all information related to the proposed project or the proposed exception. It contains summaries and key information. The annotated bibliography identifies other resources and references which can be used to amplify information.

This document is not an exhaustive analysis of long-term moorage needs and sites for the Coos Bay Estuary, i.e., it is not a moorage element for the forthcoming Coos Bay Estuary Plan and Management Program. It does point direction and set the stage for an effort to resolve the multi-faceted, long-term moorage issues.

EXECUTIVE SUMMARY
PROPOSED

Exception to Land Conservation and Development Commission Goal #16 (Estuarine Resources) and Amendment to the Coos Bay Estuary Plan, An Element of the Coos County Comprehensive Plan for the Charleston Boat Basin Expansion into the Area Known as "Coastal Acres".

Purpose: The Exceptions document contains relevant information to consider taking a goal exception for a site to be designated as an estuarine development management unit instead of an estuarine conservation management unit. Due to the presence of a "significant clam bed" which has a high level of recreational use, interpretation of Goal #16 requirements were made, in such a way, that either the area would be in a conservation management unit, potentially precluding new dredging, or an exception to the Goal would have to be taken to assure that the area proposed, for an expansion of the Charleston moorage basin could be designated as a development management unit.

The exceptions process was initiated by the Coos County Board of Commissioners at the request of the Port of Coos Bay after the permit for dredging the basin expansion site was denied by the Division of State Lands. The Division of State Lands' denial was primarily based on State and Federal resource agency objection to removing a significant and recreationally used clam bed without a public policy process to determine need, consequences, alternatives, and compatibility, i.e., without a plan for moorage. State and Federal agencies agreed to support an exception process in lieu of a complete estuary plan consistent with the Oregon Coastal Zone Management Program, and agreed to abide by the exception, if properly taken.

The Boat Basin Exception document, therefore, contains the necessary and pertinent information to the exception process and to the issues being addressed.

Process: The Coos County Board of Commissioners assigned the preparation of the Exceptions to the Coos-Curry Council of Governments. A work program prepared by the Coos-Curry Council of Governments was authorized by the Commissioners and a Task Force was selected to prepare a set of recommendations on the proposed exception, to consider the necessary issues and information, to monitor citizen involvement, to foster coordination, and review and comment on the material prepared for the exceptions process as well as other related tasks.

While the Task Force proceedings served as the focal point for the process, public workshops, special local meetings, State and Federal briefings, information distribution to interested parties, and progress reports to the Commissioners and the Port of Coos Bay occurred before, during, and after the series of eight Task Force meetings.

The process is reflected in the Boat Basin Exceptions document and the Administrative Record Work File, both of which are accessible to the public.

Public Participation: All meetings, regardless of type, were open to the public. A mailing list of all known interested parties was developed and expanded throughout the process. This mailing list received notices and materials. Eight Task Force meetings, three public workshops, a meeting with the Charleston-Barview Neighborhood Group, two State and Federal agency briefings in Salem, a special open house session, a three-session public hearing, several Port briefings, and two special television programs were conducted. All events were covered extensively by the news media including newspapers, radio, and television. Informal contacts with interested parties were maintained. All requests for information were met.

Coordination: The process was coordinated with the Coos County Planning Commission, the local special purpose districts, State and Federal agencies via:

1. Briefings at meetings
2. Provision of materials
3. Mailings
4. Notice of hearings
5. Membership on the Task Force

Context: Through the Task Force consideration, the situation was reviewed and found to be that the Port of Coos Bay was proposing to expand the Charleston Small Boat Basin into an area known as the Charleston Triangle partially on an inter-tidal property known as "Coastal Acres". The expansion was proposed to be adjacent to existing basin facilities and support facilities, as well as within an area which is recognized as the center of the commercial fishing industry. The resource agencies and citizen objections to the proposed project were recognized as concern for the removal of a recreationally used clam bed, removal of aquatic resources, proposing a moorage facility while the status of the estuary planning was uncertain, and concern that the project was a stop-gap which would fuel not meet moorage demand in a piecemeal basis.

The Task Force established the following parameters for the process:

1. Consideration of moorage need only for the 30' to 90' vessel
2. Consideration of alternative locations only between the Highway 101 and Railroad Bridges and the Bar
3. Consideration of moorage solutions available immediately or in the short-range
4. Consideration only of moorage to meet the known demand not the long-range, undefined needs

The Task Force recognized that overall moorage planning will occur in the context of the estuary plan which was organized during the exceptions process.

The Task Force utilized a major moorage siting criteria, a secondary timing-cost-feasibility evaluation system, and a moorage classification system for this work. These three tools were developed especially for this process and will carry forward to estuary planning.

Exception: The need having been quickly established, the major part of the process focused on evaluation of alternatives. A total of nineteen alternatives were identified and evaluated by the Task Force and through the public workshops. The issues of consequences and compatibility were assessed while the alternatives were evaluated. The most probable alternatives finally were reduced to the following:

1. Expansion of existing facilities
2. Expansion into "Coastal Acres"
3. Point Adams Breakwater
4. Sitka Dock
5. Barview Wayside
6. Swanson Properties
7. North Point

The latter four were eliminated from this consideration and the reasons are detailed in the Boat Basin Exception document.

Final consideration rested on two issues:

1. Amount of need to be met by alternatives
2. Availability of the alternative in the short-term

In the final analysis, a combination of expanding existing facilities and modifying the design for "Coastal Acres" became the selected location. Point Adams breakwater ran a strong second but cannot be brought on line quickly enough, and needs detailed study to understand fully the resource and carrying capacity impacts.

In selecting combination of the expansion of existing facilities and a modified "Coastal Acres" design, the Task Force made findings that:

1. An immediate need existed and justified the project
2. Coastal Acres was the best general location
3. Environmental consequences could be mitigated. Economic consequences were beneficial. Social consequences were acceptable. Energy consequences were very beneficial.
4. The proposal is compatible with adjacent and surrounding uses.
5. The requirements of the LCDC goals had been met and the proposed project was consistent with the goals by taking an exception to the project site being designated as a conservation unit.

Plan Amendment: The exception is proposed as an amendment to the 1975 Estuary Plan. It is intended that the exception will be incorporated into the revisions and update of the 1975 plan.

Related Issues: In addition to the recommendation on the proposed site, the Task Force also recommended that new leases be offered only to vessels meeting the 1982 Coast Guard standards, that the "Hosie-Laird" plan be developed, that a citizen attitude survey be done as a part of the estuary planning, that the work of the Task Force be carried into the estuary planning including further consideration of alternative sites for other moorage needs, and that all matters pertinent to the basin expansion be handled expeditiously by all concerned.

Document: The Boat Basin Exception document is included by reference in the Executive Summary. It is organized so that the separate parts can be used independently or as a whole document.

PART I: SUMMARY OF THE BOAT BASIN EXCEPTION TASK FORCE PROCEEDINGS

INTRODUCTION

Increasing pressure on inadequate moorage facilities at the Charleston small boat basin prompted the Port of Coos Bay to seek expansion of its present docks into the adjacent Coastal Acres tideland.

On July 6, 1979, an exceptions process Task Force, after four months of workshops and hearings, agreed with the port and recommended the use of the Coastal Acres site for basin expansion. The Coos County Commissioners may now include Task Force work in the county estuary plan as part of the moorage element, all part of the comprehensive land use process.

The Task Force further recommended the Port proposal include design modifications to reduce the biological impact on the clam beds which have been a recreational resource at the site.

After discussion of the organization of the Task Force, this chapter offers Task Force conclusions and describes the process of boiling down findings of fact into a coherent decision. To do this the Task Force had to limit its scope, address issues of need, alternative sites, and impacts, as well as involve the public for advice and information.

ORGANIZATION

Many agencies and individuals have roles and responsibilities in the exceptions process needed for the ultimate approval of the proposed project.

Coos County Commissioners selected a group of people from a wide range of interests to form a Task Force to assist with the exceptions work program, identify issues, evaluate the exceptions process, consider citizen input, and anticipate agency coordination, as well offer appropriate responses.

The Task Force included these people:

Ruth Day, Charleston resident

Jeff Kaspar, Port of Coos Bay

Bob Hudson, All-Coast Fisherman's Marketing Association

Bill Mullarky, Oregon Department of Fish and Wildlife

Dick Vigue, Port Advisory Committee

Jack Dunham, Pacific Powers & Light and Port Advisory

Committee

Chuck Walters, National Marine Fisheries

Glen Hale, Land Conservation and Development Commission

Bruce Meithof, County Ordinance Administrator

Bob More, Coos Bay restaurant owner

Meeting eight times as a Task Force from March 9 to July 6, 1979, several members also participated in three public workshops.

CONCLUSIONS

To reach its conclusions, the Task Force limited its scope to include a solution available, in the short term, to a moorage problem at the Charleston Small Boat Basin and not try to complete the job of creating a moorage element of the county estuary plan.

Nevertheless, its work went a long way toward developing much of the needed information such an element would require. Phases of development were suggested.

More than alternative sites throughout the exceptions process were considered. The Task Force reduced these to Coastal Acres as its number one selection, with interest expressed in the Point Adams site as a long range solution if yet more moorage is needed.

Task Force members largely felt that in the face of an uncertain energy picture and restricted entry into the fishery a quick, efficient, and cost effective site was preferable to Point Adams.

Two Port Commissioners-elect, Mike Hosie and Bruce Laird, offered the Task force a design proposal they believe to be mitigating action by the Port.

At the final meeting of the Task Force, it recommended the port developed the "Hosie-Laird" plan which would maximize moorage along the channel without jeopardizing dredging operations necessary for channel maintenance.

Also, the suggested design change reduces the loss of biological resources; the plan calls for occupying only the outermost portion of the clam bed digging area. Public use of the area would be guaranteed in perpetuity.

The Task Force further recommended all the reviewing bodies of the exception document, project design, mitigation, permits and other processes expedite their efforts to facilitate immediate moorage expansion.

Recommendations came with complete consensus from the Task Force, except for Bob More's vote to put Point Adams in first place on the selection list. He cited his concern long term moorage needs be met.

PROCESS AND SCOPE

While the recommendations of the Task Force at first glance seem straight forward, their simplicity belies the complex process an exception to land use goals necessarily requires.

When the Port of Coos Bay first went to the Division of State Lands for a dredge permit for removal of a sand bar at Coastal Acres, where the proposed moorages would go, the agency denied the permit for essentially two reasons: the project would disrupt a valuable clam bed, and the need for the moorage hadn't been addressed--in the absence of an estuary plan that dealt with moorage supply issues--in a public policy process.

The port felt the need for the moorage was immediate.

With State Senator Jack Ripper, the port went to the Coos County Commissioners for an exception to the estuary goals which could allow the construction of the new docks.

The commissioners assigned the staffing duties to the Coos-Curry Council of Governments and created the exception Task Force to serve as a community resource--many of the group are specialists from government and industry--to provide guidance, review, and evaluation for the staff busy assembling the necessary documentation.

With its first meeting, the Task Force began expanding the number of possible participants by seeking more citizen involvement groups and neighborhood associations from the Bay Area.

Task Force members added new names to the mailing lists.

And it began narrowing its scope. Alternative sites were limited to the lower bay, using the Highway 101 bridge as the eastern boundary. Locations beyond that were seen to be uneconomic because of the distance from the entrance of the bar. Proximity to processing plants, support facilities, and services were also cited as disadvantageous for commercial fishing moorages in the upper bay.

But limiting its review of moorages for under 90 foot commercial fishing boats, as well as leaving out the east bay, clarified the Task Force's perception of its job in considering the exception. It could not write the entire estuary plan, let alone the moorage element.

The Task Force would contribute what it could to the developing county comprehensive plan - which the estuary plan is a part. But the Task Force would have to begin with a specific proposal and consider its need, consequences, compatability and alternatives.

Following a work plan, the Task Force assembled eight times in four months, participated in three public workshops, took helicopter flights to examine the sites, and some members ventured to Portland to work out details with the Army Corps of Engineers under the guidance of Senator Hatfield's office.

Now that recommendations are made, the County Commissioners may consider the proposed exception to the estuary plan. If done, the contested fill and removal permit can be further considered. After review by affected agencies, the Division of State Lands and the Army Corps of Engineers must finally issue permits as well before construction can begin.

CITIZEN INVOLVEMENT

Essential to the exceptions process, public workshops and the distribution of questionnaires comprised the main features of the citizen involvement input to the Task Force.

Task force members sought expanded lists of those thought to have an interest in the project and an attitude survey was suggested early in the work of the Task Force.

A questionnaire at a public workshop, for example, revealed respondents 40-0 believed there is a need for additional moorage. Of those 40, 29 said the Charleston basin should be expanded, although 9 offered conditions reflecting concern about the biological impacts on both the South Slough and the clam beds.

Asked about alternative locations to Coastal Acres, 9 out of the 40 suggested sites up the bay from Charleston, except one suggesting the Barview Wayside. However, 28 felt that immediate expansion necessitated the proposed expansion.

Workshops were well attended with fishermen, and some members of the Task Force indicated that a more general survey be taken out of fear public attitudes weren't being expressed; the Task Force later recommended this be done for the estuary plan. Other members suggested lack of response to the process showed support from the public.

Two hundred and forty workshop papers were distributed to interested people, and the Task Force concluded ample opportunities for citizen involvement were provided.

At the June 1 meeting recommendations from the public workshops were examined by the Task Force. One member expressed concern the Task Force not be bound by the results but should consider them part of the citizen input to the exceptions process.

NEED FOR EXPANSION

Task Force members recognized moorage expansion reflected a short term solution to a problem of need with a future hard to see.

Changes in the fishery will come from the tightening energy supply. The possibility of limited entry salmon trolling may reduce the growth of moorage demand and keep it stable. The impacts of salmon ranching are not yet known. And the equipment and the technology is changing; 90' or larger boats that can fish year round won't be able to use the small boat basin.

Past trends in moorage demand growth suggest little.

What the Task Force did see, however, was a current need expressed by the conditions of the current moorage and the three year waiting lists for slips.

Many boats are inadequately moored with jerry rigged tie ups. Environmental problems from boat bilges and sewerage disposal cause a degraded water quality.

Expanded facilities will mean, for example, when the albacore fleet arrives in the summer, boats will not have to anchor unconnected to pollution control services.

While the expansion at Coastal Acres provides a short term solution to moorage problems for the commercial fleet, the flexibility of the docking systems proposed will mean through the long run the facility can be adjusted to suit new conditions. In that way, the expanded moorage can meet the needs of the future.

SUMMARY OF ALTERNATIVES CONSIDERED

More than ten different approaches to the moorage problem were considered in the alternatives evaluation. These were reduced initially by comparing their features with moorage criteria. However, by mid process, it was apparent this was only part of the picture. The lack of design proposals didn't give the alternatives enough form and shape to evaluate them using only moorage siting criteria.

A second evaluation tool focused the task. A matrix based on time, cost, and feasibility provided the needed tool.

Through eight workshops the Task Force reduced the alternatives to two, Coastal Acres as the moorage site available in the short term and Point Adams as the potential long-term, next development phase.

Before this recommendation is discussed much further, the Task Force's illumination of other alternatives needs description.

By early April the Task Force made a significant reduction of its choices.

Sites, such as Joe Ney Slough, which are south of the Charleston bridge were eliminated because of potential water quality problems affecting the South Slough Sanctuary, which increased moorage that far South would bring. Dredge spoils problems and the impact on local aquaculture were also cited by the Task Force.

Peterson Seafoods offers a potential site but space is needed there for Peterson's expansion, and rock under the surface means high dredging costs.

Pony Slough was dropped because of proposals by the City of North Bend for a sport marina in Pony Slough. A commercial moorage basin would have much greater impacts than a sport marina which was already the source of some controversy about aquatic and habitat impacts. It was believed that the Task Force should defer to the City of North Bend planning process and the Estuary Planning process to resolve Pony Slough issues.

North Spit, which the port owns quite a bit of, would require too much dredging and would not be cost effective, although it may someday be feasible for larger class boats, which only require transient moorage, than the commercial fleet, which requires permanent moorage.

North Slough and Haynes Inlet were seen by the Task Force as having good restoration potential and could be used for later mitigation. Also, moorage basin would necessitate both extensive dredging and some filling.

A proposal by Karl Elving for an Aqua Center along the Empire Waterfront was seen as a possible long term solution, although it is outside the range of the exception process.

At this point in the evaluation process several alternatives were given a closer look by the Task Force; these included extending the present docks into the channel, design alternatives for Coastal Acres, and dry land storage.

Dry storage ultimately was eliminated from the consideration for water moorage because its criteria meets different moorage needs and the Task Force felt it more appropriate to be a part of the estuary plan as well as part of the support facilities for any moorage basin.

By June 1 the Task Force was considering Coastal Acres, extending the existing docks, Sitka Dock, and the Point Adams breakwater.

The Task Force learned there would be less resource agency objections to the extension of the existing docks because of a smaller impact on the aquatic life. These agencies have objected to the Coastal Acres proposal because of the damage to clam bed. They want to see an intermediate length plan (4-10 years), and they suggest immediate needs wouldn't be met.

But extending the existing facilities would bring other problems--importantly impaired channel access and the reduction in the size of the turning basin--and it would only bring 50 additional moorage spaces. The Task Force studied it, however, using the moorage criteria and had dropped the idea by its last meeting.

With the alternatives reduced to Coastal Acres and Point Adams, several members of the Task Force traveled to Portland for discussions with the Army Corps of Engineers about the necessary breakwater the Point Adams project would require.

Comparing the two sites, the Task Force found Coastal Acres would have a shorter time to come on line, would have a lower cost, fewer moorages and more potential environmental degradation. Point Adams on the other hand, would have larger capacity, would meet more needs than the immediate moorage demand, would take longer to built, would cost more, but could have less aquatic resource environmental damage although could involve other environmental impacts.

Returning from Portland the Point Adams subcommittee reported its results from the meeting with the Corps of Enginners. Estimates of a minimum 5 to 7 year development time were offered.

At the final meeting, the Task Force recommended the Coastal Acres tideland as the site for the moorage expansion. Point Adams was seen to be the potential next phase of long-range moorage planning. However, the Task Force recognized that the long-range plans would be resolved in the Estuary process.

To offset problems at Coastal Acres, the Task Force recommended the clam beds be deeded to the public, and new design for the docks came from two port commissioners-elect, a plan which would further reduce the biological impact of the moorage and would only take the outermost portion of the clam beds.

A detailed description of the Task Force's work on assessing alternatives can be found in the Part III: Exception portion of the document.

CONSEQUENCES

Evaluation of the consequences of increasing the moorage capacity for the commercial fishing fleet involved the use of moorage criteria and a simplified matrix to rank alternative sites.

While sites outside the South Slough, such as North Spit or Empire, would have different consequences because of the geographic location of support services, roads, and processing plants, more expansion at sites in Charleston create similar results, just differences in scale.

The Point Adams site, which was recognized for its long term potential, represents an energy efficient, centrally located place to expand moorage capacity, and it would increase the need for more parking and improved traffic flow.

In considering the consequences of expanding moorage facilities near the channel--such as the Coastal Acres proposal, Barview Wayside, or expanded existing facilities--effects on the water quality, traffic flow, and economic impact are comparable.

The Task Force studied the water quality situation and learned from the Department of Environmental Quality that pollution problems in the channel are more land related than marine. The Charleston area has failed septic tanks, heavy rains wash agricultural solid wastes into the slough, and more boats don't make that much difference.

However, to offset future problems the Task Force recommended any moorage leases require 1982 Coast Guard standards for holding tanks and sewerage systems.

Pollution control and flushing facilities are already at hand.

Differences were noted in marine traffic with the two proposals of Coastal Acres and extended existing facilities. The more the extension moves into the channel, traffic is impaired and the channel itself might have to be

moved--at considerable cost and with the involvement of the Army Corps of Engineers.

Importantly, the dredge "Pacific" would not be able to turn around in the channel, and the basin would lose the benefit of its service, a hopper type dredge that doesn't require a spoils site on land.

Traffic in the Charleston area has been slowed because of the poor road conditions following last winter's storms.

Much concern has been expressed by residents that the clam beds not be paved for parking, something the Task Force addressed specifically with its recommendation to deed the clamming area for that purpose in perpetuity.

The Task Force learned Charleston residents, who seem well aware of the importance of moorage related traffic, welcome increased tourist traffic as a benefit to the local economy.

CONSISTENCY

During its work the Task Force reviewed a consistency statement with the state planning goals. Members of the Task Force discussed goals with the staff, and the Task Force meeting as a group reviewed many of the goals in its discussions but not all.

Developing a consistency statement early in the process drew criticism of "putting the cart before the horse." The statement was then modified to change the tone and presumption of approval some members felt the document had expressed.

Two goals in particular received Task Force concern, Goal 5 (Open Spaces, Scenic and Historic Areas, and Natural Resources) and Goal 16 (Estuarine Resources).

Problems with Goal 5, in particular the inventory of resources and habitats, were seen to be met in the exceptions process itself. Goal 5, in other words, was not in conflict but part of the procedure employed.

Goal 16 has importance because of the clam bed, and the Task Force action sought to minimize the adverse impacts. To resolve the conflict between the clam bed and the expansion, the goal calls for the consideration of adjacent land character and existing use, compatibility with adjacent use, energy costs and benefits, the commitment of these waters to this use and not some other part of the estuary.

Ultimately the goals will be addressed in the reconvened public hearing with the County Commissioners scheduled for July 25. The Task Force will present its findings and recommendations at that time as the Commissioners meet to consider the exceptions document as part of the estuary plan and the comprehensive land use plan.

This hearing would have come sooner, but the Task Force sent a subcommittee to Portland to meet with representatives from Senator Mark Hatfield's office and the Army Corp of Engineers about the Point Adams proposal. The

subcommittee learned Point Adams would be a long term project and the July 25 date for the reconvened hearing was scheduled to give the Task Force the opportunity to complete its consideration of Point Adams.

PART II: CONTEXT
HISTORY OF SITE AND SITUATION

Site

The area known as "Coastal Acres" is a triangular-shaped, 11.2 acre area which is in a southwesterly direction immediately adjacent to the existing outer basin areas of the Charleston Small Boat Basin. The site historically has been in private ownership with the most recent change of ownership occurring about a dozen years ago. The Port of Coos Bay holds an option to purchase the "Coastal Acres".

The triangular area forms a wedge of which the apex is near Wasson Street. Historically, the site has been associated with several significant activities of the Charleston area: fishing fleet activities, fisheries support and processing facilities, residential uses, tourism, recreation, commercial uses, and the Institute of Marine Biology. It is located within the hub of Charleston activities. The Surrounding and Adjacent Uses Map, listed in the forward, demonstrates the mixed use character of the surrounding area.

The triangular area is inter-tidal or submersible lands, primarily. However, the outer portion is submerged and has an accreting, transit sand spit which is moving into the "mudflat" area. It has been popularly recognized as a clam digging area because of the aquatic resources' availability. The access to the area is unobstructed. The area contains most aquatic resources ordinarily found in similar inter-tidal areas of the South Slough.

In addition to use for recreation, the area has also been used as a visual attraction as well as an "outdoor classroom" for students of the Oregon Institute of Marine Biology. Although privately owned, no use restrictions have ever been imposed. The Oregon Institute of Marine Biology did not purchase the area when opportunity arose as use has been traditionally unrestricted.

Situation

Located adjacent to the existing basin facility and located in the hub of Charleston activity, the site affords an opportunity for an adjacent expansion of existing facilities. With moorage demands unmet, with space for existing facility expansion and with major portions of the site not proposed for dredging, "Coastal Acres" appears the preferred alternative.

Objections have been raised to the project. These are primarily the following: loss of a clam bed to which the public enjoys recreational access, loss of other unspecified aquatic resource, insufficient accommodation of long-term and "trawler" class moorage, increased environmental and socio-economic impacts on Charleston, and loss of an "outdoor classroom".

However, the proposed expansion does not require altering the majority of the area of the shoreline access. The public will continue to enjoy the recreation opportunities and the educational opportunities. With public ownership, public rights will be enhanced within the area of the site as long as no further development occurs.

Portions of the aquatic resource will be disrupted during dredging and construction. But not all will be. The construction will involve floating piers so that the resource should re-establish on the bottom of the basin and the resource will be reasonably unrestricted.

The basin expansion would meet current needs for sport and commercial vessels under 90 feet. This need has remained somewhat constant for several years. The "trawler" class moorage normally has different requirements - one of which is channel depth and width different from that in Charleston.

Many of the boats and/or owners on the waiting list are already located in the Charleston vicinity and are thus currently part of the Environmental and Socio-economic situation. The only difference for a majority of the boats and owners is the lack of permanent safe, reliable moorage. Gerry-mandering of leases, docking and tie-ups as well as unsafe "rafting" practices are common. This is due to the fact that while the boats are there, the needed number of moorages don't exist.

The general public as well as students from the Oregon Institute of Marine Biology will continue to enjoy the amenities of the Charleston triangle area to a large extent as the proposed Basin will use only about one-third of the entire area.

The map illustrates the layout of the Port of Cape May area. Key features include:

- Streets:** WASCON ST., MILKED ST., BROADWAY, MURPHY ST., and CAPE ARAGO STATE HIGHWAY.
- Water Bodies:** Port of Cape May, Port of Cape Bay, and TON BOAT BASIN OF COASTAL ACRES INC.
- Buildings and Structures:** CASA D'ARCA, PROPOSED BOAT BURN CHIMNEY, and various smaller structures labeled with numbers (e.g., 1-10, 11-20).
- Other Labels:** COASTAL ACRES INC., 5, 8, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

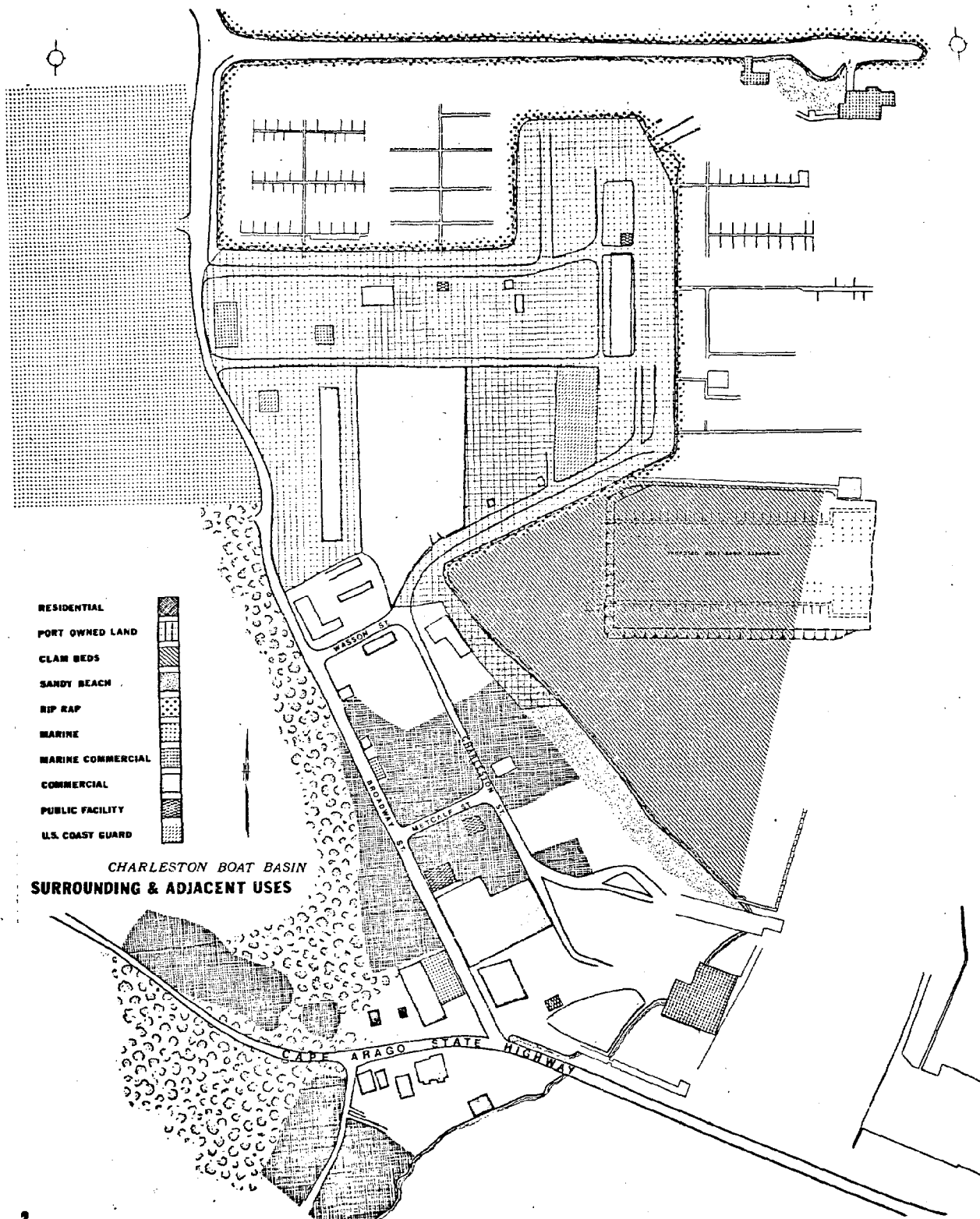
ADJACENT AND SURROUNDING USES

The accompanying map, Surrounding and Adjacent Uses, shows that there is a high degree of mixed use in the surrounding area. Please note that the large "marine" area in the upper left hand portion of the of the map is, in fact, the location of the Institute of Marine Biology. In addition to a mixture of uses, there is also a diversity of ownership. Accompanying maps show ownership patterns and interim zoning designations.

It is important to recognize the diversity and the apparent compatability of uses in the Boat Basin vicinity. Land vehicular congestion is caused by an inadequate traffic circulation system and inadequate surface transportation network. The congestion occurs most often during tourist seasons because Charleston and the environs are attractive to recreation seekers and visitors to the area.

The diversity of uses and ownerships contributes to the interesting character of Charleston which increases vehicular traffic. However, Charleston is a key residential area for people who work in the fishing industry. Since basin facilities support the livelihood of the majority of the residents, such facilities appear compatible and inter-related. People live in Charleston because it is the focal point of their economic base.

Immediately adjacent to the proposed basin expansion is the existing outer basin. The proposed expansion site is also located adjacent to the Charleston authorized channel - see accompanying map - and surrounded by inter-tidal, submersible or submerged lands. The land support facilities for the basin are located immediately adjacent to the site proposed for basin expansion.

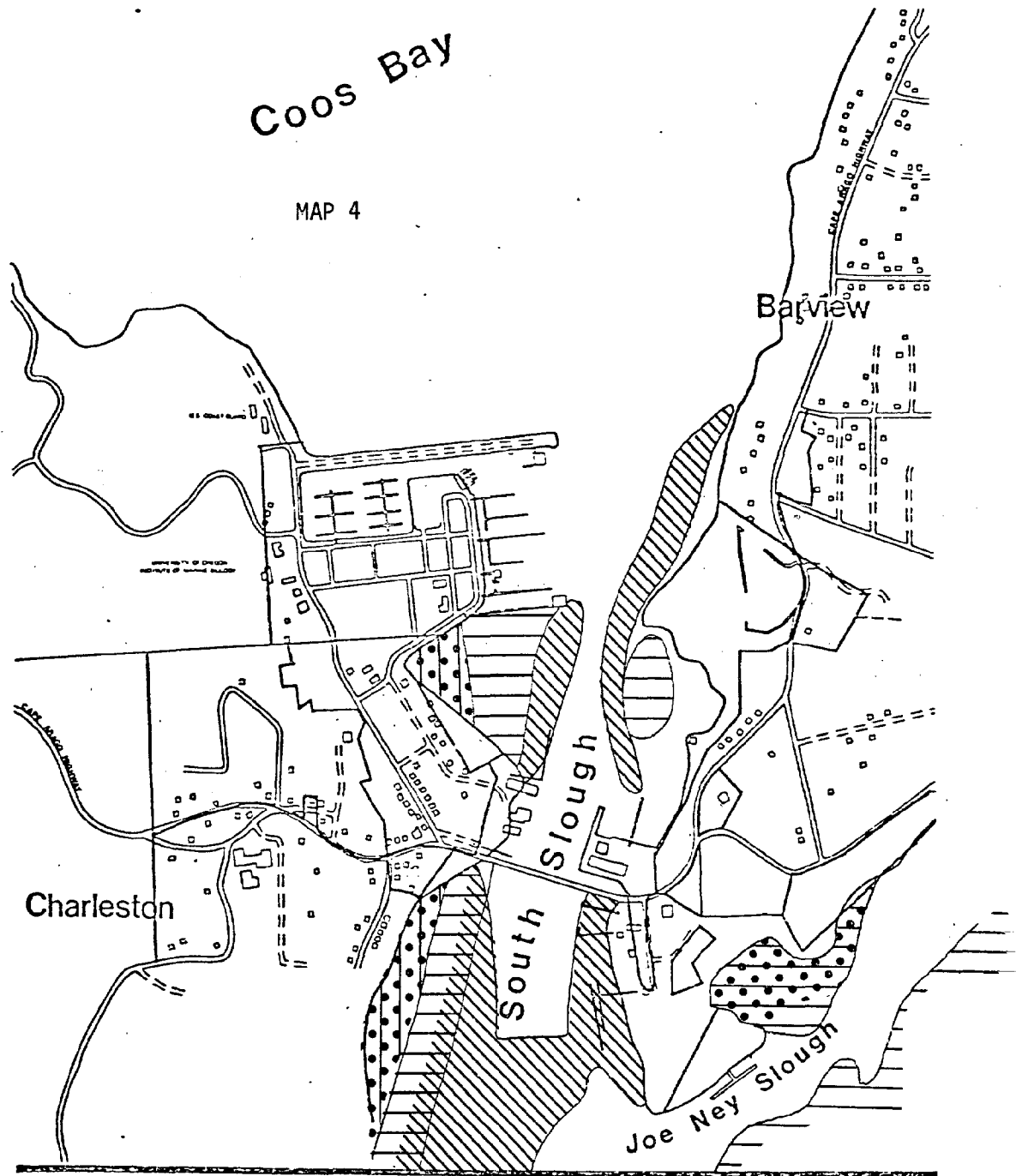


NOTE: The area shaded as a clam bed was requested to be removed by the Boat Basin Exception Task Force because the shaded area constitutes only a part of the clam beds in the surrounding area. Because this map is on a mylar, the shading cannot be removed without damaging the mylar and there wasn't sufficient time to have a new mylar produced.

RESIDENTIAL
PORT OWNED LAND
CLAM BEDS
SANDY BEACH
RIP RAP
MARINE
MARINE COMMERCIAL
MARINE INDUSTRIAL
COMMERCIAL
PUBLIC FACILITY & REST ROOMS
U.S. COAST GUARD
SOLID WASTE COLLECTION POINT
PROPOSED S.W.C.P.
SANITARY SEWER HOLDING TANK PUMP STATIONS
EXISTING

Coos Bay

MAP 4

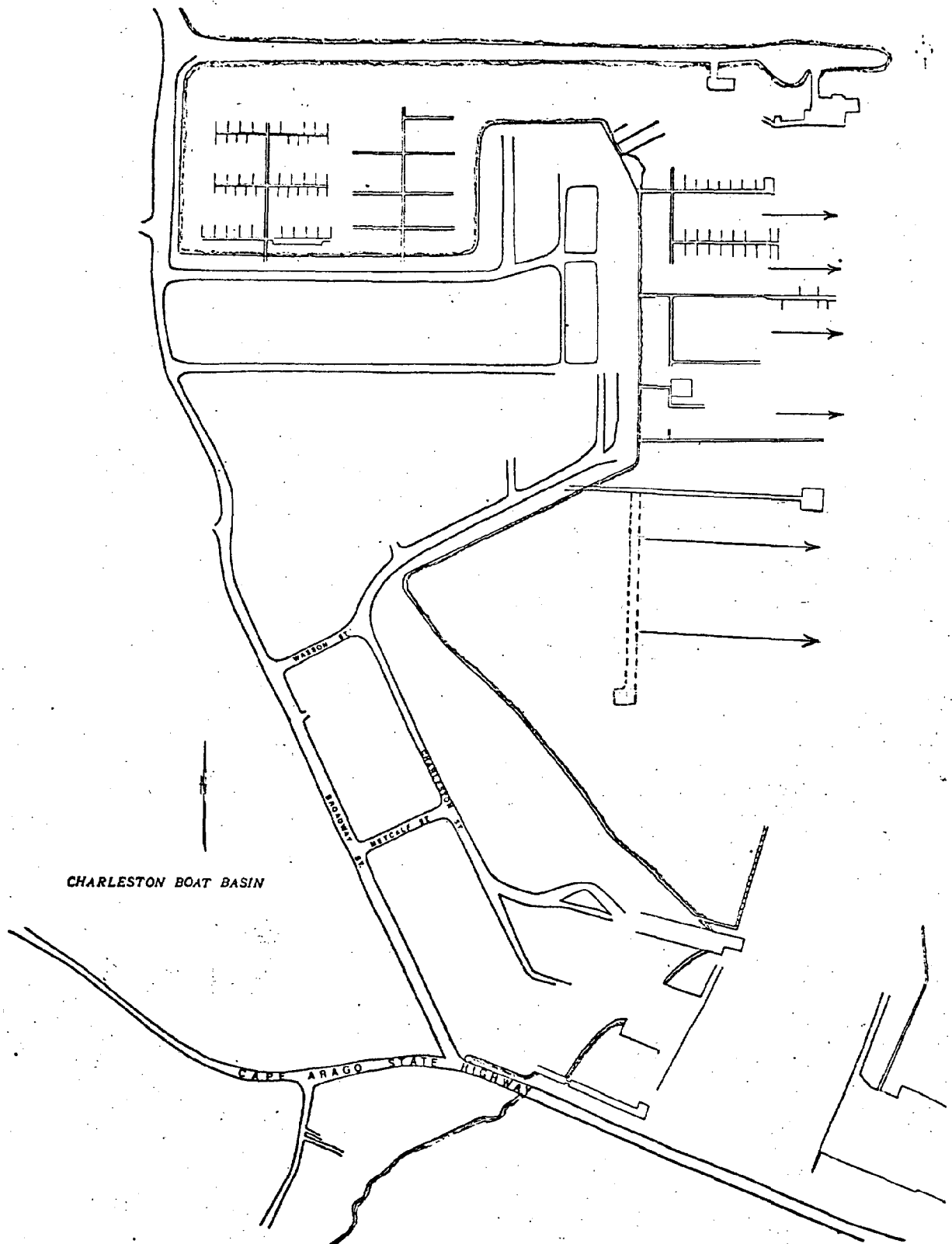


CLAM BEDS in the COOS BAY ESTUARY

- GAPER
- COCKLE & BUTTER
- SOFT SHELL
- MACOMA
- TELLINA

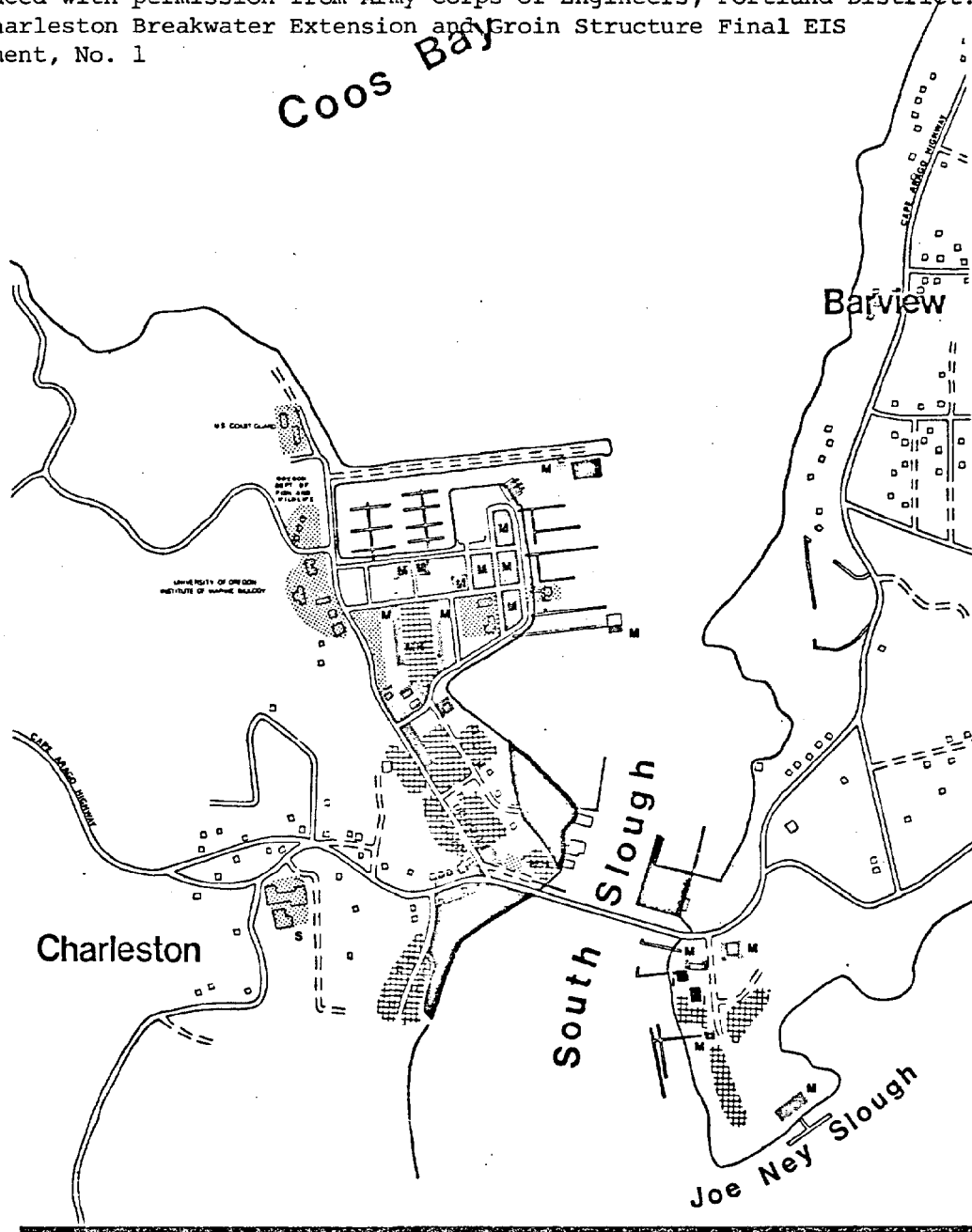


MAP 5



ALTERNATIVE BOAT MOORAGE PROJECT CONCEPT

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 From Charleston Breakwater Extension and Groin Structure Final EIS
 Supplement, No. 1



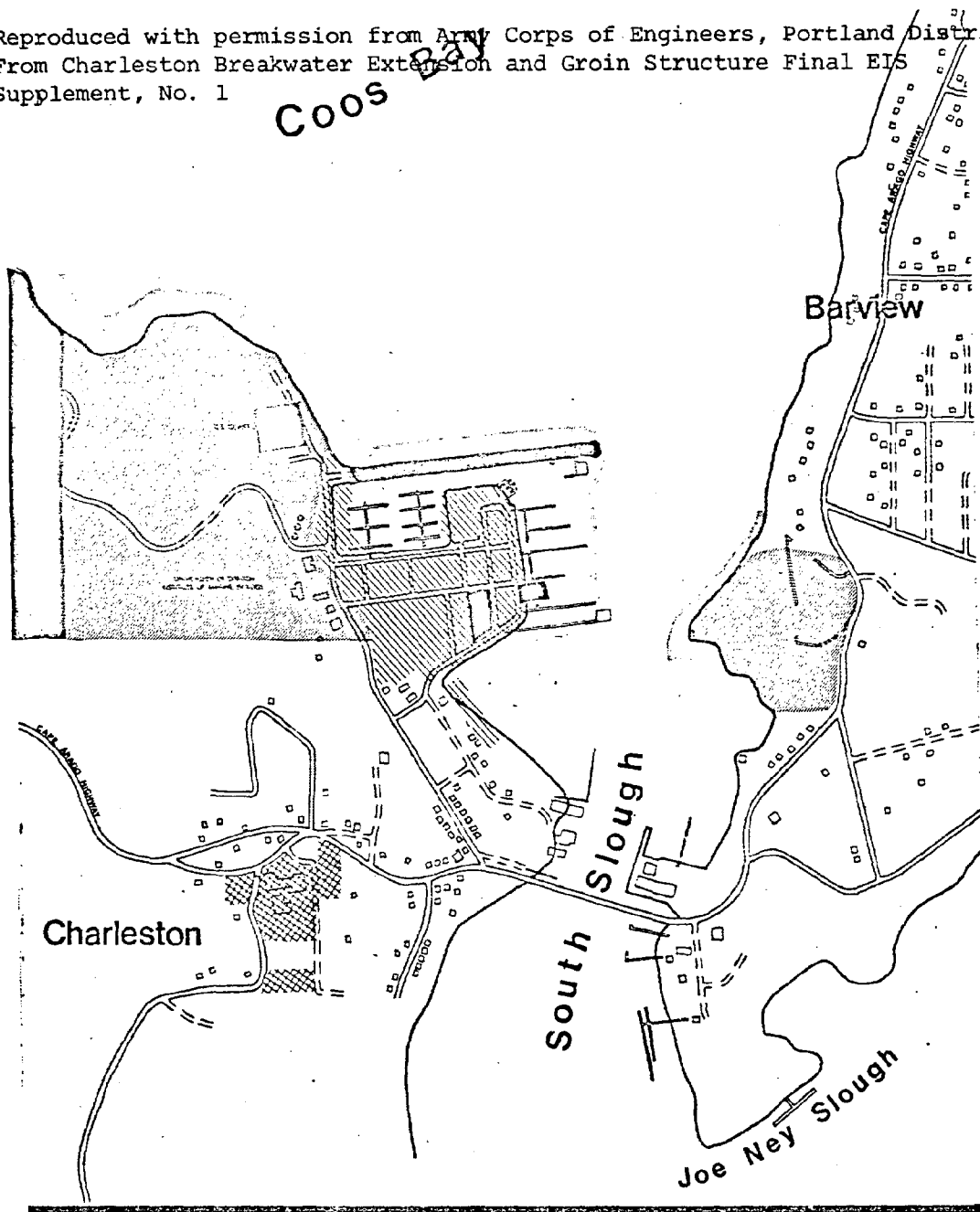
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





Current Land Use

	Marine Industrial		Residential (MH - mobile home)
	Commercial (M - Marine)		Parking
	Government (S - School)		

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 Supplement, No. 1

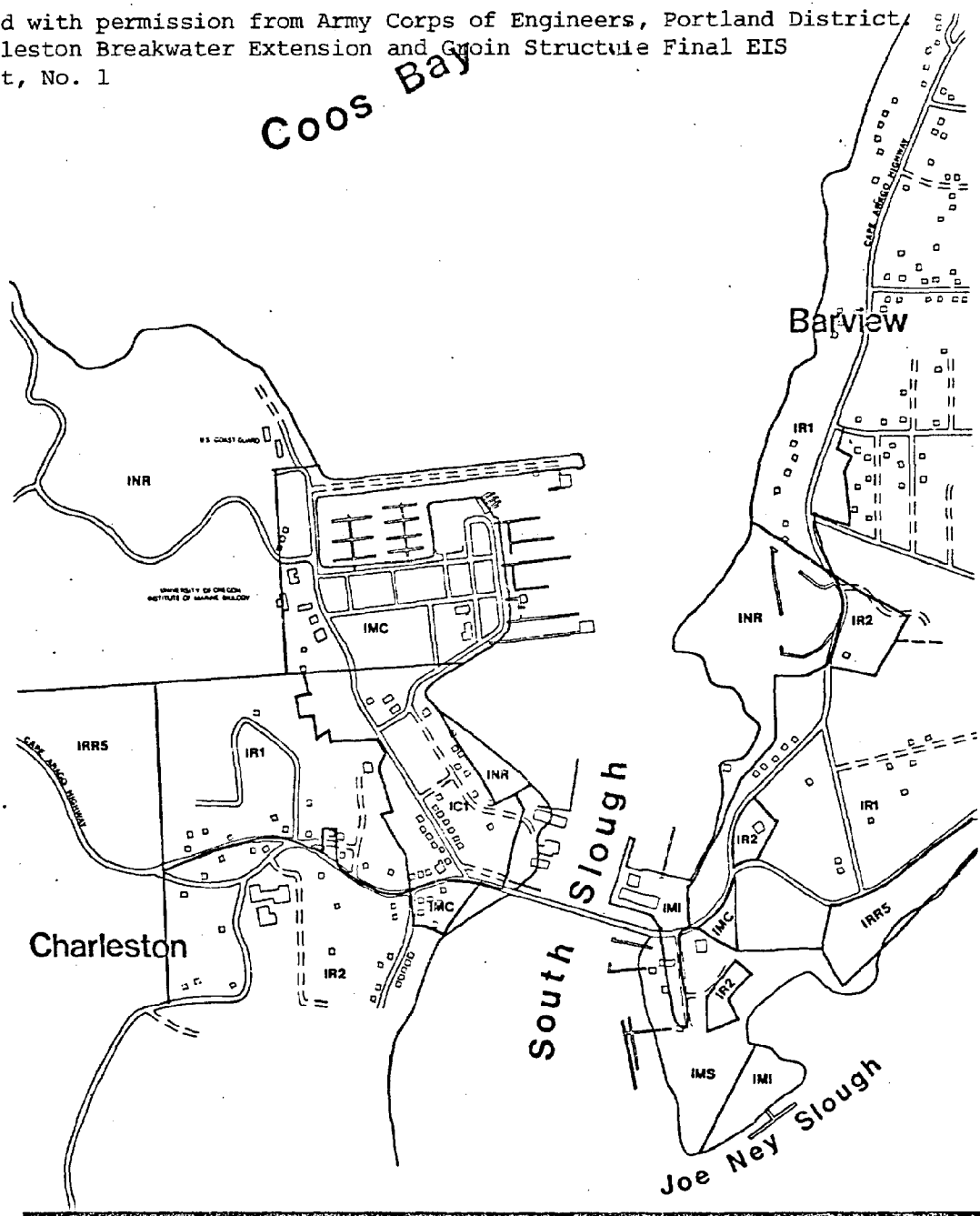


Property Ownership

 Division of State Lands	 Private
 State of Oregon	 Port of Coos Bay
 U. S. Government	 School District No. 9

Note: All subtidal lands are owned by
 Division of State Lands

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 From Charleston Breakwater Extension and Groin Structure Final EIS
 Supplement, No. 1



*The Coos County Zoning Ordinance, adopted 1973, will be in effect until replaced by a new zoning ordinance and maps under the Coos County Comprehensive Plan.

IMI Marine Industrial
 IMC Marine Commercial
 IC1 Commercial
 INR Natural Resource
 IMS Marine Storage

Current Interim Zoning*

IR1 Residential
 exc. Mob. homes
 IR2 Residential
 IRR5 Rural Res.

SCOPE OF CONSIDERATION

The plan amendment and exception have a defined focus. The proposed project or preferred alternative addresses an existing, immediate need for additional moorage for vessels in the 20 foot to 90 foot class. The plan amendment and exception do not address the long-term, full range of moorage needs for the Coos Bay Estuary. However, the evaluation of alternatives and the selection of the most feasible alternatives examined the need to address the overall moorage issue. The intent of the Task Force working with the exception process was to lay the base for further examination of the moorage issue for the overall Coos Bay Estuary Management Plan. Thus the purpose of the exception process has been to address the immediate situation. The exception process also lays a base for long-range moorage planning to be accomplished under the Overall Estuary Management Program.

The amendment relates to the existing Coos Bay Estuary Plan, an Element of the Coos County Comprehensive Plan which was adopted in 1975. But it is intended that the plan amendment and goal exception become a part, as appropriate, of the revision of that plan which will formulate a Coos Bay Estuary Management Plan in compliance with the Land Conservation and Development Commission statewide and coastal goals.

The exceptions process was confined to consideration of moorage for the 30 foot to 90 foot vessel range. Recognition was given to the need for smaller sport boat launching, moorage, and storage as an ancillary function of marine moorage but, again, definitive resolution of this need was deferred to the overall estuary planning process. Moorage for "trawler" class vessels, i.e., vessels over 90 feet in length and deep draft vessels was not considered within the scope of this exception process. Since most vessels in excess of 90 feet or deep draft vessels do not, normally, require permanent but rather transient moorage, the resolution of long-range sites for this need was deferred to the overall Estuary planning process.

Further, the Task Force established other parameters for the scope of the exceptions process. These parameters relate to the portion of the Bay to be examined for alternatives. The examination of alternatives was confined to the Lower Bay because of the following reasons:

1. Problems with vessel traffic through the highway and railroad bridges.
2. Channel availability and channel access
3. Ocean access and proximity to the ocean fisheries resource.
4. Weather conditions affecting smaller boats traversing substantial lengths of the Bay.
5. Economics of boat operations.
6. Time efficiency.
7. Energy efficiency
8. Proximity to processing plants
9. Proximity to support facilities and services

The Upper Bay was not intended to be eliminated from consideration for other, non-commercial fishing fleet vessels. It was not considered to be a viable location for commercial fishing fleet or for commercial ocean charter moorage.

In summary, the scope of the exceptions process was limited to assessing the current, immediate needs; to evaluating alternatives in the Lower Bay and alternatives capable of being on line in the immediate or near future; to addressing moorage needs of the commercial fishing fleet on a short-range basis; to amending an existing plan while laying the framework for the long-term planning process to address intermediate and long-range moorage needs and sites.

RELATIONSHIP TO PLANS AND PLANNING PROCESSES

The exception is an amendment of the Coos Bay Estuary Plan, An Element of Coos County Comprehensive Plan adopted in 1975. While it is recognized that the existing, in force plan does not address the LCDC goals in entirety, it is also recognized that the plan was developed prior to statewide and coastal goal jurisdiction. As an adopted plan, it has jurisdiction over the current consideration of a site specific application of planning consistency.

However, since it is not an acknowledged for goal compliance plan, it must be amended to address the relationship of the site specific issue and the situation specific issue in terms of goal consistency. Preliminary analysis indicated that the site specific application of certain provisions of the Estuarine Resources Goal (#16 of the LCDC Goals) would not enable the proposed project to be consistent with the prescribed estuarine management unit for locations considered to be clam beds. Thus, existing plan and LCDC goal consistency required that an exception to the Estuarine Resources Goal be considered.

As it is clearly the intent of LCDC Goal #2 (Land Use Planning) that during the application of goals to specific sites and situations, it may not be possible to meet the goal provisions, an exception may be taken if there is a need for the use; if alternative locations have been considered; if consequences from not applying the goal or permitting the use have been considered; and if the use will be compatible with other adjacent uses. An exception which amends an existing plan is, then, an anticipated part of the planning process designed by the LCDC goal system. It is important to note that a goal exception does not mean a goal violation. It means, rather, that generalized goal statements cannot be perfectly applied to every site and every situation; that the community through its planning process and the governing body through its legislative decision-making must determine the applicability of goal provisions to certain situations or to specific sites. When it is found that strict application may not be possible, an exception is a planning tool to be used.

The exception amends an existing plan, conforms to a planning tool or process described in LCDC Goal #2, and is being coordinated with efforts to revise Coos Bay Estuary Planning and County Comprehensive plan development. The exception and the exception background document addresses these specific relationships and anticipates that the exception will become one part of an overall Coos Bay Estuary Management Program.

It should also be noted that the Open Spaces, Scenic and Historic Areas, and Natural Resources Goal (#5 of the LCDC Goals) states in part ". . . protect scenic and historic areas and natural resources for future generation. . .". The goal goes on to identify fish and wildlife areas and habitats as natural resources. The goal further states that where conflicting uses have been identified the economic, social, environmental and energy consequences of the conflicting uses shall be determined. By virtue of the exceptions process, these consequences are in fact being determined and resolved.

SUPPORTING AND RELATED DOCUMENTS

Economy of effort and cost-effectiveness of effort necessitates that existing supporting and related documents be incorporated by reference rather than to extract and reproduce the information contained in these documents. The following documents are incorporated by reference into the exceptions document. These documents are all available for public use and inspection.

Note: Documents are listed in relative order of importance, not alphabetically or chronologically.

Division of State Lands, In the Matter of the Denial of Port of Coos Bay's Removal Permit, Application No. 2867, January 25 and 26, 1979. This transcript of the contested case hearing contains pertinent pro and con information provided under oath. The transcript with its exhibits and response letters delineates the site, situation, and arguments. It is available at the Coos-Curry Council of Governments' office, the Port of Coos Bay's office, the County Planning Department. Most Boat Basin Exception Task Force members have copies. Coos-Curry Council of Governments' copies will be made available in evenings and on weekends when requested. Copies can also be obtained from the Division of State Lands or Coos-Curry Council of Governments for a copying service charge if a permanent copy is desired.

Coos-Curry Council of Governments, Administrative Record for the Boat Basin Exceptions Process, February to June, 1979. This file record contains the information of record for the exceptions process. It is available for public inspection at the Coos-Curry Council of Governments' office. Ancillary to the administrative record is the work file which is also available for public inspection.

Charleston Breakwater Extension and Groin Structure Draft and Final Environmental Impact Statements Supplement, No. 1, 1979, U.S. Army Engineer District, Portland, Oregon. This contains data and analyses pertinent to the site and situation.

Statewide Planning Goals and Guidelines, 1974 and 1976, Oregon Land Conservation and Development Commission. This contains the entire goal requirements and describes the exceptions process.

Oregon's Seafood Industry, Its Importance to Oregon's Economy, Extension Circular 965, January, 1979, Sea Grant Marine Advisory Program, Oregon State University Extension Service. This details the economic characteristics of the fishing industry.

Comprehensive Economic Development Strategy 1978-1979 Action Program, 1978, Coos-Curry-Douglas Economic Improvement Association. This contains economic need information, problem statements, and problem solving strategies.

Draft Coos County, Oregon, Economic Survey and Analysis Report, 1979, U.S. Army Corps of Engineers. This contains economic profile information and analyses which focus on the Coos Bay Estuary.

Channel Maintenance Dredging, Coos Bay Final Environmental Impact Statement, 1976, U.S. Army Engineer District, Portland, Oregon. This contains overall estuarine information and context.

Comprehensive Plan Background Document, 1979, Coos County Planning Department. This contains overall goal inventory information.

CRITERIA FOR MOORAGE FACILITIES

During the initial phases of the exceptions process, research was conducted to identify all potential items which could be considered in moorage siting evaluation. After initial review by the Task Force, this list included the following items:

- Location of aquaculture facilities
- Institutional arrangements
- Fishery development potential
- Major fish and shell fish landings
- Fish processing plants location
- Fisheries stocks location
- Port capability
- Marketing trends
- Processing trends
- Commercial fishing vessel distribution
- Channel capability
- Availability of land for support facilities
- Turning basin
- Surge
- Current supply of moorage facilities
- Curry supply of launching facilities
- Boat ownership distribution
- Boat characteristics, length, type, draft
- Boat activity patterns
- Ownership of upland and site
- Land access
- Water access
- Channel access
- Use patterns
- Availability of support facilities
- Demand for additional facilities
- Availability of support services
- Availability of parking
- Energy - efficiency
- Trends in vessel size
- Proximity of market area
- Vessel traffic patterns
- Safe navigation access to cruising waters
- Adequate land access
- Adequate approach roads
- Adequate protected water area or lowland to be excavated to navigable depth
- Areas for future expansion
- Adequate perimeter land on lowland that can be filled for vehicle parking, harbor service structures, roads, auxiliary facilities including future expansion
- Utility service to the site including electrical power, water, telephone, gas, and sewerage

- Legislative requirements
- Land ownership problems
- Submerged lands
- Water quality
- Ecological preservation
- River mouth
- Dredged lowlands
- Bays
- Roadsteads
- Open shorelines
- Riverside sites
- Zoning
- Permit requirements
- Weather
 - precipitation
 - wind
 - ice
 - fog
- Drainage
- Wave factors
 - sea and swell
 - surge
 - tsunamis
 - tides
- Shoaling factors
 - littoral drift
 - river discharge
 - nearby water area structures
 - redistribution of bottom material
- Geological factors
 - basin excavation
 - foundation
 - seismic activity
 - material sources
- Environmental
 - water quality
 - ecology
 - dredge disposal
 - aesthetic
- Sociological
 - adjacent development
 - related recreation
 - transportation facilities
- Protective features and entrances
 - breakwaters
 - entrance channel and structures
 - wave and surge dissipation
 - bank protection
 - river front protection
 - floating wave attenuators
- Lay-out capability
- Water area perimeter stabilization
- Basin depths

- Interior wave barriers
- Berthing facility arrangements
- Fixed pier/floating pier structures
- Solid waste
- Noise
- Feasibility
 - administrative
 - engineering
 - economic
 - fiscal
- Traffic circulation
- EPA flushing requirements

This list was then reviewed at the State and Federal Agency Briefing on March 22, 1979. The results from this review follows. The italicized print represents the input from this meeting.

I: Important M: Moderately Important U: Unimportant

Location of aquaculture facilities M
Institutional arrangements U (*private*)
Fishery development potential M - equally applicable --- $\frac{M}{I}$ - site moorage

Major fish and shell fish landings same as above
Fish processing plants location I (energy - consequences) (have to be able to get to processor)

- Fisheries stocks location *same*
- Port capability *I*
- Marketing trends (*depending on types of boats*) - *I*
- Processing trends (*depending on types of boats*) - *I*
- Commercial fishing vessel distribution *Omit*
- Channel capability *I* (*adequate depth*)
- Availability of land for support facilities *I*
- Turning basin *U* for small - *M* for medium and large
- Surge *I*
- Current supply of moorage facilities *I*
- Current supply of launching facilities *I*
- Boat ownership distribution *M*
- Boat characteristics, length, type, size draft *I* (*need*)
- Boat activity patterns (*another marina would create another pattern*)
- Ownership of upland and site (*availability*)
- Land access *I*
- Water access *I*
- Channel access *I*
- Use patterns *Omit*
- Availability of support facilities *I*
- Demand for additional facilities (*is room to expand?*)
- Availability of support services ?
- Availability of parking ?
- Energy - efficiency (*degree 2-3 miles or extreme*)
- Trends in vessel size *I*
- Proximity of market area *U*
- Vessel traffic patterns *omit*
- Safe navigation access to cruising waters *I*

- Adequate land access (*adequate potential not necessarily existing*)
- Adequate approach access *same as above*
- Adequate protected water area or lowland to be
 - excavated to navigable depth (*site or expansion?*)
- Areas for future expansion *I*
- Adequate perimeter land on lowland that can be filled for
 - vehicle parking, harbor service structures, roads,
 - auxiliary facilities including future expansion *I*
- Utility service to the site including electrical power, water,
 - telephone, gas and sewerage *I (potential)*
- Legislative requirements *I*
- Land ownership problems
- Submerged lands (*adequacy of depth*)
- Water quality
- Ecological preservation *I - varies*
- River mouth *omit*
- Dredged lowlands *omit*
- Bays *omit*
- Roadsteads *omit*
- Open shorelines *omit*
- Riverside sites *omit*
- Zoning *I*
- Permit requirements *VI (mitigation)*
- Weather
 - precipitation *omit*
 - wind *I*
 - ice *omit*
 - fog *omit*
- Drainage *design issue depends on floodplain or not*
- Wave factors
 - sea and swell *U*
 - surge *I*
 - tsunamis *U*
 - tides *U*
- Shoaling factors (*potential for maintenance dredging*)
 - littoral draft
 - river discharge
 - nearby water area structures
 - redistribution of bottom material (*maintenance dredging*)
- Geological factors
 - basin excavation
 - foundation *I*
 - seismic activity *U*
 - material sources (*for breakwaters*)
- Environmental
 - water quality
 - ecology
 - dredge disposal *I*
 - aesthetic *design issue*

Sociological

- adjacent development *I - compatability issue*
- related recreation *I*
- transportation facilities

Protective features and entrances

- breakwaters *design issue*
- entrance channel and structures *design issue*
- wave and surge dissipation *design issue*
- bank protection *design issue*
- river front protection *design issue*
- floating wave attenuators *design issue*

Lay-out capability *design issue*

Water area perimeter stabilization (*certain amount required; choice between lot or little is economics*)

Basin depths

Interior wave barriers *design*

Berthing facility arrangements *design*

Fixed pier/floating pier structures *design*

Solid waste *I*

Noise *compatability*

Feasibility

- administrative
- engineering
- economic
- fiscal

Traffic circulation *I*

Following these reviews and public workshop input, the following moorage major siting evaluation criteria was developed:

Institutional Arrangements

- zoning
- planning
- permits
- ownership
- mitigation

Feasibility

- administrative
- engineering
- economic
- fiscal

Geologic

- substratum
- dredging
- spoiling

Environmental

- water quality
- solid waste
- ecosystems
- habitat
- energy efficiency
- weather
- flushing

Systematic - Estuarine

- channel capacity
- location of navigation channels
- protective features
- tides
- currents
- shoaling
- waves and surge
- drainage
- alternate uses
- maintenance dredging

Sociological

- traffic - land and marine
- use patterns
- recreation

Trends

- resource
- economic
- moorage demand

Support of Related Facilities and Services

- availability - current and future
- accessibility
- public facilities, services and utilities
- ancillary services

Vessels

- use patterns
- characteristics
- draft turning
- projections for demand
- permanent moorage vs. transitory

Maintenance

- dredging
- sewage/tidal waves
- utilities
- support facilities
- environmental quality

This evaluation system was applied to most of the alternatives. Because it did not yield a conclusive "sort" of the most viable alternatives, a secondary system was also developed. The Primary or Moorage Major Siting Criteria yielded useful information but did not isolate feasibility, cost, and timing. The secondary system addresses these issues. The following matrix identifies feasibility and cost factors which may be required for basin or moorage development.

The factors in the matrix, time-lines, and costs were reviewed with the Corps of Engineers and private contractors.

FEASIBILITY-COST MATRIX
SECONDARY SYSTEM FOR EVALUATING ALTERNATIVES

<u>FACTOR</u>	<u>DESCRIPTION</u>	<u>TIME</u>	<u>RELATIVE COST</u>	<u>CONCURRENCY</u>
1. Feasibility Study	To determine suitability of site before commitments are made	2 months-1 year	\$15,000-\$75,000	None
2. Acquisition	Options, purchase, leasing, easements	1 month-2 years	\$10,000-\$50,000/Acre	with 3, 4, 9, 10
3. Design Basin	Engineering, etc., specifications	12-15 months	\$50,000-\$200,000	with 2, 9
Breakwater	Engineering, etc., specifications	12-15 months	\$50,000-\$200,000	
4. EIS Basin	Environmental evaluation	6-24 months	\$45,000-\$100,000	with 2, 3
Breakwater	Environmental evaluation	6-36 months	\$45,000-\$100,000	
5. Support Facilities	Utilities, services, parking, access, etc.	6 months-1 year	\$1.5-\$14 million	with 6, 7, 8, 9
6. Dredging/Spoiling	Removal and deposition	6 months-1 year	\$1-\$150 per cubic yard	with 7, 8, 9, 10, 11
7. Filling	Increasing land surface area	?	\$10,000 to \$50,000 per acre	with 6, 8, 9, 11, 12
8. Mitigation	Off-setting environmental consequences	?	? \$10,000-\$50,000 per acre	with 4, 5, 6, 7, 9, 10, 12
9. Administrative Permit		3 months-2 years	\$10,000-\$30,000	with all others
Management		N/A	\$60,000-\$240,000 annual 2 FTE - 8 FTE	
10. Public Rights		?	?	with 1
11. Streambank Protection	Bank stabilization and maintenance	on-going	13% of original cost	on-going
12. Construction Basin	Actual development	1-2 years	\$500,000-\$3 million	with 5, 6, 7, 8, 9, 11
Breakwater	Actual development	1-2 years	\$1,000 to \$100,000	

MOORAGE CLASSIFICATION SYSTEM

The need for moorage during the exceptions process was limited to consideration of vessels ranging from 30' to 90' in order to establish a reasonable framework. Moorage needs vary according to the class of vessels. Depending on the class of vessels, moorage can be related to necessary draft, turning space requirements, need for water as opposed to dry storage, need for permanent as opposed to transient moorage, and support facilities requirements.

Vessels were classed according to the following system:

- Sport
- Commercial
- Trawler
- Deep Draft

While there are overlaps among the classes, there are sufficient distinctions to make the classification functional. The vessel classes are assessed according to requirements in the following matrix.

It was recognized that the moorage issues for sport, trawler, and deep draft will be addressed as part of the overall revision of the Coos Bay Estuary Plan. The scope of the exceptions process was limited to focus on the moorage needs of the commercial class of vessels.

	<u>SPORT</u>	<u>COMMERCIAL</u>	<u>TRAWLER</u>	<u>DEEP DRAFT</u>
Required Draft	Vessels less than 20'; do not require maintained channels	Vessels 30'-90'; required shallow maintained channels of 10'-15'	Vessels generally over 90'; can use shallow maintained channels depending on design	Ocean crossing vessels; need maintained deep draft channels in excess of 30' generally
Turning Space	No special needs	Turning space required	Needs fairly large turning space	Needs extensive, maintained, protected turning basin
Water or Dry Storage	Can be dry stored with launching ramps available	Smaller can be dry stored but presents operational problems, Water most feasible for fishing vessels	Water only	Water only
Permanent versus Transient	Both can be used	Permanent	Transient; off-loading and supplies	Transient
Support Facilities	Minimal	Requires support systems and facilities such as pumping stations, repair, etc.	Requires support facilities	Limited for vessel maintenance at Coos Bay

CITIZEN INVOLVEMENT

The most active group of participants in the exceptions process was the commercial fisherman. Other citizens participated in the process, but the most involved individuals represented the commercial fishing community. It should be noted that commercial fishermen do not regularly participate in public planning meetings as a rule. Their active participation in the public meetings relative to the boat basin issue should serve as an indicator of their concern and their need for moorage.

While other citizens and some citizens in opposition to the proposed expansion into "Coastal Acres" participated in the process, the exceptions process did not attract that much general citizen interest as expressed in meeting attendance.

OVERALL PROCESSES RELATED TO PROPOSED PROJECT

The exceptions process is not an isolated activity. It is and has been occurring within the context of several other public processes. It cannot, alone, determine the outcome of the proposed boat basin expansion into "Coastal Acres". It can, however, remove one of the barriers to the project, i.e., an inconsistency with a strict application of Land Conservation and Development Commission goals to a site and situation.

The following is a summary of processes or requirements that affect the proposed project:

The proposed project must meet the standards of the Coos County Zoning Ordinance and must pass a site review. This step has been completed.

The proposed project must be consistent with adopted County plans. The project does, but the Coos Bay Estuary Plan has not been acknowledged for compliance with Land Conservation and Development Commission goals as part of the overall County Comprehensive Plan.

Since the County does not yet have an acknowledged for compliance comprehensive plan, the proposed project must be consistent with the Land Conservation and Development Commission goals. It has been determined that the proposed project does not meet a strict application of the Estuarine Resources Goal a possibly a portion of the Open Space, Scenic and Historic, and Natural Resources Goal.

Since this is the case, an exception must be sought. If the exception is taken, then the proposed project will be consistent with Land Conservation and Development Goals. If an exception is taken, it will stand unless appealed and over-turned.

The proposed project must obtain a Fill and Removal Permit which can be issued by the Division of State Lands. The Division of State Lands can issue the permit if the exception is taken and if mitigation requirements are worked out. In addition, other requirements such as the Environmental Protection Agency's Flushing Regulations must be met. The permit, if issued, can be appealed.

The proposed project must also obtain an Army Corps of Engineers permit for work in a navigable waterway. The Corps can issue this permit if the State permit is issued and if the proposed project is consistent with Oregon's Coastal Zone Management Program which will be determined by the exceptions process (unless overturned by appeal) and by the issuance of the State permit (unless overturned by appeal). The Corps permit can be issued without an Environmental Impact Statement if the federal resource agencies "sign-off" on the permit which indicates they are satisfied that the environmental consequences of the proposed action are outweighed by the need and alternatives and that the action is mitigated according to the applicable Oregon Standards. However, any other party may request an Environmental Impact Statement.

The above is an over-simplification of the steps associated with a dredging project but the overall process context needs to be part of the consideration of the exception.

EXCEPTION PROCESS

The purpose of the exception is to show why the specific provision of a goal cannot be applied to a site or a situation based on need for the proposed use, evaluation of alternatives, assessment of consequences, and the compatability of the proposed use with surrounding and adjacent uses:

The exception, if taken, is in effect when it is adopted. Unless appealed or until received as a part of a request for acknowledgement of a plan's compliance with the Land Conservation and Development Commission goals, the exception is not considered by Land Conservation and Development Commission. It remains a matter of local concern unless appealed or until reviewed as a part of planning compliance.

EXCERPTS FROM THE VARIOUS MEETING NOTES CONCERNING
THE CHARLESTON BOAT BASIN EXPANSION EXCEPTION PROCESS

March 9, 1979-----The Task Force proceeded to review and discuss
Boat Basin Exception the work program packet. The following changes
Technical Task Force or additions were made:
add #7 activity to Consistency Assessment to
be the review of County policies. Although
implied, Task Force members felt it should be
specific.

Whether "best-site" meant immediate or long-range.
What would be impact on South Slough Sanctuary.
Added to the moorage siting criteria was
Environmental Protection Agency flushing re-
quirements.

In further discussion, the following issues were
raised:

Status of submerged or submersible lands re:
project site; re: private ownership.
Moorage configurations for commercial frequently
allow some sport for wise, efficient use of
space.
Exceptions process should not consider deep
water moorage.
Exceptions process should consider sport only in
terms of efficient use of space. (Periphery
of moorage but not for vessels under 30' or over
50').
No moorage for vessels over 90' should be con-
sidered in the exceptions process.
The impact on the Charleston Community should be
a consideration of the exceptions process.
The division of facilities in the inner and outer
boat basin should be considered.

March 22, 1979-----An overview of the work program was presented.
State and Federal
Agency Briefing on
Boat Basin Exceptions
Process
It was suggested that the exception should deal with
the whole moorage question for the entire estuary so
that moorage is not addressed piece-meal.

Question was raised as to whether the exceptions
process was really looking at alternatives both
immediate and long-range.

It was explained that the entire moorage issue was
properly dealt with in the estuary planning process
but that information from the proposed exception
would be used in the estuary process.

Assurance were given that alternatives were being
carefully considered by a Task Force and through
public workshops.

It was noted that footage, not use should be the
issue. No moorage for boats under 30' is con-
templated with the expansion.

Glen Carter expressed concerns that it appears the
Port is developing projects on a piece-meal basis.
It is obvious that the Port is looking in several
different directions.

Question was raised as to the plan had been started
before but what about now. It was noted that there
is a need for better communication.

Stan Hamilton said it appears that the exception
process is focusing on the triangle site. He said
that there needs to be a look at the moorage element
for the entire bay.

It was again urged that the moorage issue for the
whole bay or at least the lower Bay be examined.

The need to look at long-term needs was urged.

A comment was made that if an Environmental Impact Statement (EIS) is required, the exception would be programmed to handle this issue.

A comment was made that the exception should be focused to a situation not a property.

It was noted that an exception is taken for either a site or a situation but a situation exception implies that a goal provision will be exempted for a whole class of actions. The current proposed exception has been set in motion in order to except a site to meet an overall situation or to except an action within a class of situation.

It was noted by Tom Towslee that the triangle is proposed by the Port for moorage expansion because it is an obvious location and because it is economical.

It was suggested that the moorage question needed to be looked at as if all money, people, energy were the same,

A comment was made that if the Environmental Protection Agency resources were being considered for the expansion, the long-term economic costs need to be factors in evaluation.

In terms of evaluation, both site and means need to be considered. It was stated that needs for moorage facilities should be defined. It was noted that only cost should not cause alternative to be eliminated.

Jim Lauman commented that the outline of the document seems to basically consider the proposed site and that a broader look should be taken.

Glen Carter suggested that it is important to set priorities, draw lines, because it is only possible to accommodate only so many needs. In looking at larger fishing ports, must make a good choice on site.

It was suggested that in terms of moorage, an issue which needs to be carefully examined is whether it is in the best interest of the estuary to have focused or dispersed moorage, thus focused or dispersed impacts.

It was noted that while it is difficult to forecast trends, it is known that the demand for commercial fishing vessel moorage will rise.

It was suggested that need as different from demand should be identified because maybe demand can't be met.

A question was raised as to whether mitigation was going to be covered.

Jim Lauman said mitigation doesn't have to be addressed in the exception but will be dealt with independently.

In terms of the exceptions process, Jim Lauman suggested not meeting the early deadline and urged not doing a job that the majority cannot support. He said it would be better in the long run to take more time to address issues and answer questions.

A question was raised that if construction could start now on the proposed expansion, when would future facilities be needed.

In response, it was noted that it depends on the fishing industry. It also depends on what happens at other ports. It also depends on what happens as boats get larger. There are limitations to forecasting. Some information is known because of demand, trends, vessel construction, market analysis, etc., but financing, general economy, resource cycles, personal preferences, etc., make perfect predictions impossible.

Glen Carter noted that Coos Bay has been designated as a development estuary. He said there are four areas of controversy, four priority development areas: Charleston, North Spit, Eastside, and the North Bend Airport.

The participants then agreed to review the possible moorage siting criteria. A system of noting "I" for important, "M" for moderately important, and "U" for unimportant was agreed to be used.

Elsewhere is the outcome of this review. The assignment of levels of importance and relevant comments are noted in italics beside the list of possible criteria.

March 23, 1979-----It was noted that an exception relates to specific site and a specific situation.

Boat Basin Exception
Technical Task Force

For a site exception, the long-term environmental, social, and energy consequences must be evaluated.

Walters expressed concern as to what if a project requires an Environmental Impact Statement. He felt document must address issues to facilitate permits even if it takes longer. If it is done correctly, it will include many of same kinds of things required by National Environmental Policy Act.

Walters said it is important to know what next moorage site is.

April 2, 1979-----Draft Consistency Statement. Sandy explained the purpose of the draft consistency statement. Because of time limitations, the statement could not be formally reviewed by the Task Force at this meeting. Instead, arrangements were made for the next meeting and the possibility of arranging a field survey of alternative sites was discussed.

Following a break during which several members left, the following topics received informal attention:

1. security needs for a boat basin;
2. the relationship of NEPA and the EIS process to the project;
3. Sandy listed factors that effect the total cost of a moorage project:
 - feasibility dredging
 - mitigation spoiling
 - acquisition filling
 - protective structures
 - design administrative costs
 - EIS public rights
 (Shoreline maintenance and drainage were added to the list by others);
4. In response to Sandy's question Bill and Chuck answered that in terms of the National Fisheries Conservation Management Act the cost of a project can be one of the variables considered when assessing alternatives but cannot be the sole criterion for eliminating alternatives;
5. The first parts of the consistency statement were reviewed;

April 13, 1979-----The major items of business for the Task Force meeting was the application of the moorage siting criteria to each site. Materials available included earlier notes, maps, documents, etc., a worksheet for each individual person, and copies of the discussion draft consistency statement for further discussion if time permitted.

April 25, 1979-----It was explained that the process has progressed nicely
Small Boat Basin and the exception is coming together slowly. A draft
Exceptions Process of the exception should be ready for review around
Public Workshop #3 the end of May.

It was pointed out that the need for additional moorage is well-documented. There is a current 180 vessels on the waiting list of which 77 are commercial vessels. In addition, there has never been a serious challenge of the need.

It was explained that in the process a total of 19 sites had been identified. At the public workshop the list was narrowed to three. However, the Task Force felt that several other sites should be looked at closer before throwing them out.

Sandra Diedrich then explained the matrix system that was displayed on the wall. It was explained that this was the method used in order to get some idea on how long and how extensive a new moorage facility might take to get ready for use. The yesses on the matrix were explained as whether or not they would be needed.

Sandra asked if the moorage issue should be looked at in the estuary planning process, as the potential is there. Consensus of the people was that it should be.

A question was raised about the financial ability of the Port. Jeff Kaspar pointed out that no one else will come forward to do it. He said that there are some financial limitations. When asked about the cost he replied that it was around \$1.2 million and that does not include mitigation.

EXCERPTS FROM VARIOUS MEETING NOTES CONCERNING
CITIZEN INVOLVEMENT AND AGENCY COORDINATION

Citizen involvement and agency coordination occurred at all levels of the planning process. The local planning group meeting was attended to gather input and invite them into the process. There were several well publicized public workshops. A special meeting was held in Salem to brief the various agencies and gather their concerns. The Technical Task Force was comprised of agency representatives and interested citizens. The following are excerpts from the various meeting notes at which citizen involvement and agency coordination was discussed or took place.

March 9, 1979-----Identify roles and responsibilities for County Committee for Citizen Involvement and Neighborhood Groups as follows:

County CCI: Monitor citizen involvement process.
Bay Area Neighborhood Group: Provide input on alternatives and participate in process as appropriate.
Other County Neighborhood Groups: Provide input as appropriate.

It was noted that all Neighborhood Group Chairmen should receive a copy of the work program packet with a cover memo stating their opportunity to provide input and ask that they advise other persons in their Neighborhood Group of the process and the opportunity to participate.

It was further noted that a presentation as well as coordination should occur with the East Bay, North Bay, and Isthmus Slough Neighborhood Groups.

The status of the County's Regional Planning Groups was discussed but their role cannot be determined due to uncertainty of their status.

INSERT: In meeting separately with Bob More, he suggested that a survey be discussed at the next Task Force meeting.

Ask Bob Hudson if he would like to send an alternate when his very busy schedule prevents him from attending Task Force meetings.

For future Task Force meetings, the specific task of evaluating citizen involvement was added to each meeting agenda.

The following Task Force dates were set: March 23, March 30, April 6. All meetings to be held at 10:00 a.m. in the Coos-Curry Council of Governments' offices.

Public workshop dates were scheduled for March 15 and March 28 with the third to be determined later. Place to be announced.

Dick Vigue was selected to chair public workshops.

Public workshops format to be informal.

Preferred method for going from draft document to proposed document is to keep draft intact and to supplement with an instruction sheet of changes for the proposed document.

Additions to materials list are:

Groin expansion EIS
Corps Dredge Spoil Study
Land Conservation and Development Commission Goals
Fish and Wildlife Estuary Information
Fish and Wildlife Habitat Maps

Added to roster of key participants were:

Charleston Sanitary District
Charleston Fire Protection District
South Slough Sanctuary Commission

Added to the mailing list were:

Nancy Eickhoff

Ottor Trowl Commission

South Coast Offshore Yacht Club

All County Neighborhood Group Chairmen

NOTE: In talking with Chuck Walters, he suggested adding Jack Kinchlow (U.S. Fish & Wildlife), Oregon Environmental Council, Environmental Protection Agency, Ron Lee, and 1,000 Friends of Oregon.

March 15, 1979-----Dick Vigue, Chairman of the Technical Task Force Small Boat Basin Exceptions Process Public Workshop #1 for the Exception Process, presided over the workshop. Meeting began at 7:45 p.m.. Following the welcome, Dick explained the exceptions process, reviewed the public workshop schedule, and explained the objectives of the Technical Task Force and the purpose of this night's workshop.

March 22, 1979-----A question was asked as to whether or not the local State and Federal agencies understand the problems posed for regulatory agencies when permits are submitted without the benefit of an overall plan against which to measure a specific activity. It was stated that it is hard to make decisions compatible for everyone - which should be given preference: development or preservation. Some State agencies believe they have gone mostly with development. This is not the perception of local agencies. It was commented that the State regulatory agencies may not understand how difficult it is for local agencies to meet demands and needs while planning process is underway.

It was commented by Jeff Kaspar that balance is needed because no one wants to destroy fisheries resource in order to accommodate fishing facilities.

It was noted that perhaps if resource agencies were more of active participants in problem solving processes, better local-State relationships would occur.

March 23, 1979-----The Task Force evaluated the need to respond specifically to Charleston-Barview Neighborhood Group and the first Public Workshop.

Dick Vigue noted the importance of getting results of questionnaire back to participants via media.

It was suggested to evaluate questionnaire response at next public workshop.

Bob More presented concerns that results are not reflective of entire Port district.

Ruth Day said she felt it was reflective of people who were interested as the meeting was well publicized.

At Bob Hudson's offer to have office help conduct random telephone survey, Bob More offered to redesign questionnaire.

Bruce Heithof noted that if the exception is done, a part of the estuary plan has to be done. He questioned to what an exception is being taken.

Glen Hale said it is not the state's intent to stop all development until all planning is done.

It was noted that the exception will be both an amendment to the existing estuary plan and will be incorporated into the future plan.

It was emphasized several times that the process at issue is an exception, not an estuary plan.

The Task Force reviewed the alternatives identified at the earlier Task Force meeting and at the Public Workshop.

March 29, 1979-----Item 1. The meeting was called to order by Dick Vigue at 7:40 p.m.. Mr. Vigue then read and explained the goal of the exception process due to the number of new people at the workshop. He also explained to the group why the exception is being proposed. It was also pointed out that the purpose is not to plan for moorage needs in the entire estuary but to evaluate the proposed site in terms of the moorage needs and the comparison of alternative sites.

Item 2. Mr. Vigue explained that the minutes from the task force meetings and the public workshop #1 as well as the results from the first questionnaire were available at the table.

Item 3. Purpose of Workshop. Mr. Vigue briefly explained what was to be covered during the workshop. Sandy Diedrich read a letter from Wes Kvarsten which indicated that the State is very much interested in the process and that the State is listening to the people. Attendance and participation at the meetings are needed to show that the people do care. The letter also confirmed that the exception can deal with the problem and not deal with the entire estuary.

April 2, 1979-----Item 2: Evaluation of Citizen Involvement and agency coordination to date.
Boat Basin Exception
Technical Task Force

Dick reported that the public workshops were well attended, participation was high and many topics were covered.

Bob expressed concern because the workshops tend to be representative of the fishing community and we need to

get a cross-section of community opinion. He suggested that a public attitude survey should be taken to test the waters not only on this issue but on a spectrum of estuary-related issues.

Sandy: Over 240 work programs have been distributed.

Glen: Dave Richey said he would call the Regional Planning Groups into meeting whenever the Task Force would wish.

Jack Dunham to Glen Hale: Does LCDC have concerns about citizen involvement in this process?

Glen: No. Would like to see it plug into County's process better. Some of the issues Bob raised should be dealt with in the County process.

Bob: Attracted to City of Coos Bay's attitude survey. Doesn't seem to be necessary for exceptions process but would be very relevant for long-range moorage issues.

The possibility of survey and its proper context (Port planning, County planning, estuary planning, or exceptions process) were discussed at length. The Task Force formally decided as follows: Since problems related to the exception alone are narrow in focus and since there are many issues of broader scope associated with the estuary, the Task Force will include in its findings a recommendations that the County use an attitude survey in its estuary planning process.

Sandy reviewed agency coordination, reporting on the Salem meeting with agency representatives. Agencies reviewed the list of possible site criteria and evaluated them in terms of importance. They felt evaluation of alternatives should include means (eg., dry land storage) as well as sites. They also expressed

concern about doing an exception apart from the estuary plan. Some wanted the exception to become a moorage element, prompting a letter from Kvarsten regarding the fitness of doing this exception outside of the context of the whole estuary. The Salem meeting underlined the importance of doing a good job, particularly when documenting need and consequences. Agency contacts will receive everything that comes out of this process and will have a chance to respond.

April 25, 1979-----Sandra Diedrich asked if something was wrong with the Small Boat Basin Exceptions Process Public Workshop #3 process because no one was coming forward in opposition to the process. One gentleman stated that everything is going smoothly because everyone wants the expansion.

Questions were raised concerning possible mitigation and the question of public access. It was noted that mitigation (if any) would be determined by the Division of State Lands when they issued a permit.

There were several questions about the process in the future and how long the project would take after the exception is finished. It was pointed out that a permit application would have to be made and that could take another year. There were several comments about the way the bureaucratic process works and the time it took to accomplish anything no matter how good it may be.

PART III: EXCEPTION

STATEMENT OF SITE AND SITUATION

The Port of Coos Bay, in response to current demand for immediate additional boat moorage space, proposes to expand the Charleston Small Boat Basin into a portion of an adjacent area known as "Coastal Acres". Coastal Acres is a triangular shaped 11.2 acre tract which exposes several stratum at low tide making it accessible for clam digging. The Port of Coos Bay has rejected conventional moorage facility design involving bulkheading and filling. The Port proposes to develop a more costly floating pier and slip system which eliminates any need to fill the estuary and allows normal estuarine flushing patterns to continue. Environmental impacts to the estuary from the construction phase would be limited to dredging operations only.

The Coastal Acres Exception Task Force has adopted a motion recommending the Coastal Acres area as the preferred site of several alternatives examined. The Task Force has also adopted a recommendation that the Port of Coos Bay develop a basin expansion plan that will maximize boat moorage along the channel without jeopardizing dredging operations while decreasing the amount of biological resources removed and guaranteeing the public access to the remaining biological resource in perpetuity. The Task Force recommends development of the moorage design concept presented to the Task Force by Port Commissioners-elect Michael Hosie and Bruce Laird. The Hosie-Laird design concept would consume less of the Coastal Acres mudflat and involves expansion of existing facilities combined with additional moorage in Coastal Acres. The alternate moorage design plan submitted by the Port in its permit application No. 2867 would require dredging about 1/3 of the Coastal Acres mudflat.

It should be noted that the primary adverse impact of developing moorage at Coastal Acres is a reduction of accessibility for clam digging by the public. Neither moorage design plan would eliminate clam bed accessibility, but would reduce the amount of accessible clam beds.

Coos Bay has been designated a deep draft development estuary in the overall Oregon Estuary Classification. State Planning Goal No. 16 (Estuary Resources), however, designates oyster and clam beds as conservation estuarine management units. Clam beds are found throughout the Coos Bay estuary. The exception process seeks to resolve the conflict created by proposed moorage development in Coastal Acres, an estuarine area otherwise potentially designated as a conservation management unit by virtue of the existence of clam beds in the project area. It is to be emphasized that Goal 16 does allow development of the sort proposed in two ways. First, regarding conservation management units;

Partially altered areas or estuarine areas adjacent to existing development of moderate intensity shall also be included in this classification unless otherwise needed for preservation or development consistent with the overall Oregon Estuary Classification.

The Coastal Acres area is adjacent to the presently developed Charleston Boat Basin and is bordered on the shore by well-developed mixed land uses

whose primary character relates to the commercial fisheries. Moorage development is also consistent with the designation of Coos Bay as a development estuary in the overall Oregon Estuary Classification. Goal No. 16 does not automatically prohibit development in Coastal Acres, the presence of clam beds notwithstanding.

Second, permissible uses in conservation management units include;

Water dependent uses requiring occupation of water surface area by means other than fill.

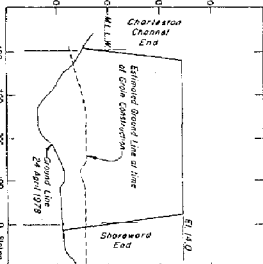
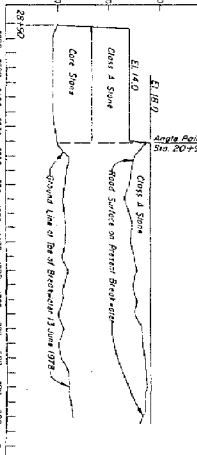
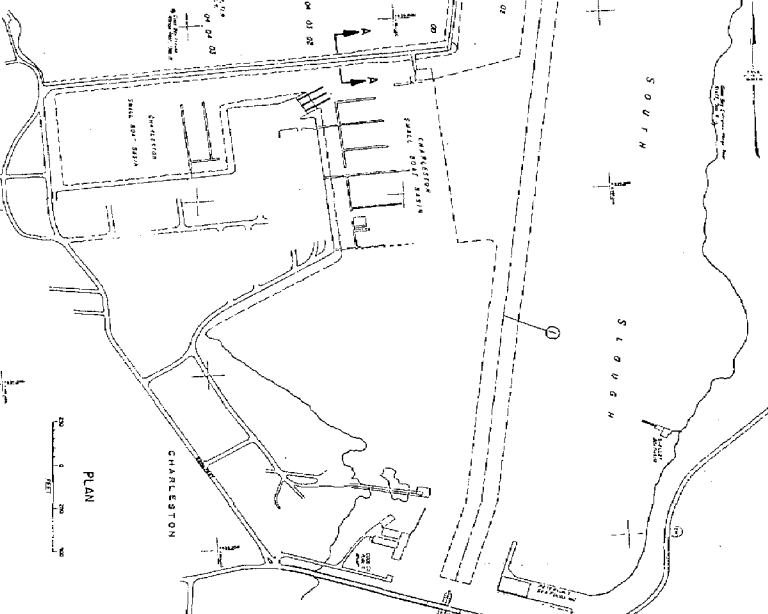
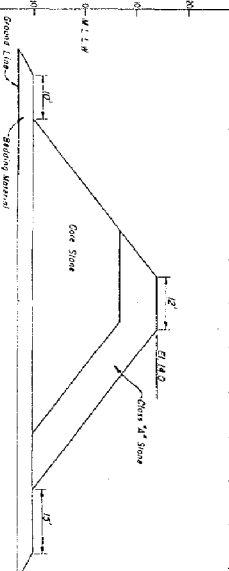
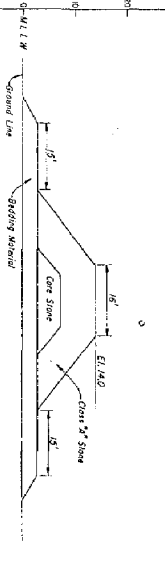
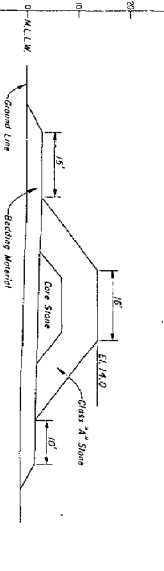
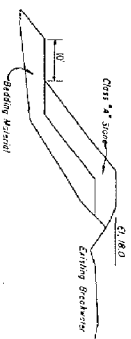
The Coastal Acres project is a water-dependent use, providing much-needed boat moorage. The project does not involve filling of estuarine waters. The floating slip design requires excavation of about 130,000 cubic yards to be deposited upland. Occupation of the water surface by the moorage project is a permissible use, should Coastal Acres be considered a Conservation Management Unit.

Following are maps and photos describing the project area. The project's relationship to the U.S. Army Corps of Engineers authorized channel project is also shown.



FIGURE 1-1 AUTHORIZED PROJECT
COOS BAY, OREGON

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
CREATED 1941
REVISED DEC 1977



COOS BAY, OREGON
CHARLESTON CHANNEL AND MOORING BASIN
BREAKWATER EXTENSION AND GROIN

U.S. ARMY ENGINEER DISTRICT, PORTLAND

RECEIVED
DISTRICT ENGINEER
PORTLAND, OREGON
JAN 18 1960
FROM: [illegible]
SUBJECT: [illegible]

1-10

CERTIFICATE OF ADOPTION

DATE: JAN 18 1960

BY: [illegible]

FOR: [illegible]

IN WITNESS WHEREOF, I have hereunto set my hand and seal at Portland, Oregon, this 18th day of January, 1960.

[Signature]

DISTRICT ENGINEER

1-10

Reproduced with permission from Army Corps of Engineers, Portland District. From Charleston Breakwater Extension and Groin Structure Final EIS Supplement, No. 1

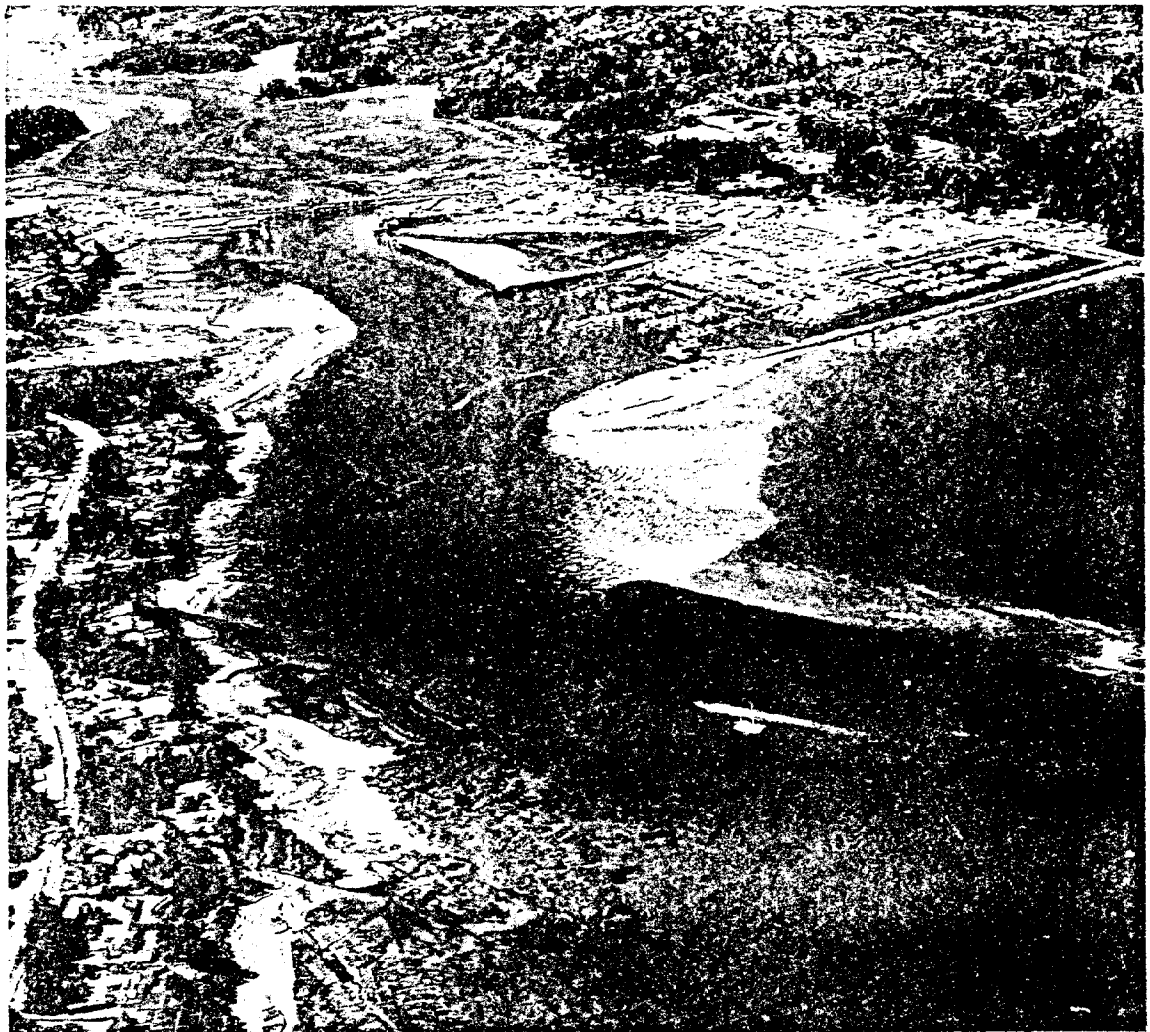


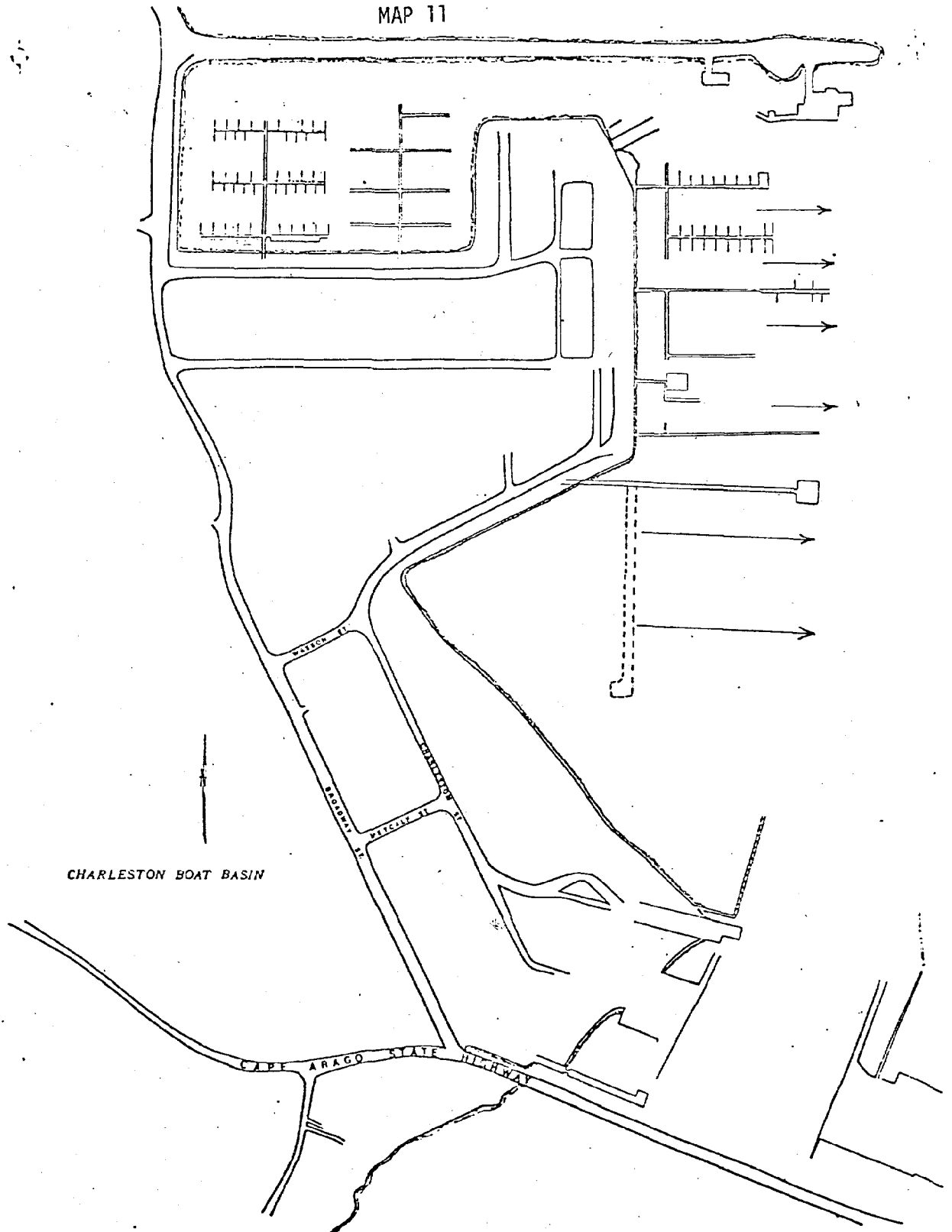
Figure 1-3. This view of the boat basin, channel, and breakwater shows the eastward bend formed in the channel (Photo by Ward Robertson in the summer of 1977). The South Slough is shown at the top of the photograph.

Reproduced with permission from Army Corps of Engineers, Portland District. From Charleston Breakwater Extension and Groin Structure Final EIS Supplement, No. 1



Fig. 2-1. Aerial view of entrance to Coos Bay Estuary, Charleston Boat Basin, and the Charleston Channel, October 1978.

MAP 11



ALTERNATIVE BOAT MOORAGE PROJECT CONCEPT

CONSISTENCY

Land Conservation and Development Commission Goals

The following goal by goal assessment of consistency addresses the need to consider the Land Conservation and Development Commission Goals as part of the exceptions process.

1. CITIZEN INVOLVEMENT

Citizens have provided specific input to the Division of State Lands regarding the proposed permit. A public hearing on the denial of the removal permit was held January 25, 1979.

Citizens are provided the opportunity to be involved in all phases of the goal exception process. Two-way communication with citizens is promoted by public workshops, press releases and media presentations, coordination with the Charleston-Barview Neighborhood Group and a public hearing on the proposed exception. Technical information is available to citizens through the availability of reference information and the public workshops. Citizens' committees are reflected in the exceptions document. The monitoring and evaluation of citizen involvement and public input is performed by the Boat Basin Expansion Task Force. Coordination with Coos County's CIP, special purpose districts and State and Federal agencies was accomplished via mailings, special meetings and informal contact.

Meetings for the exceptions process have been publicized and have been open to the public.

Specific opportunities have been provided in the following ways:

1. Meetings with special groups.
2. Wide distribution of work program packets.
3. Media coverage.
4. Open Task Force meetings.
5. Three public workshops.

6. Informal personal and telephone contacts.
7. Special informal open house.
8. Mailings of meeting notes and exceptions document to all parties identified as interested in process.
9. Availability of information.
10. Public hearing.

Citizen objections have been recorded and entered into the official record.

Two special State and Federal agency briefings were held with a document review meeting planned to be held. All State and Federal agencies of record are included on the mailing list.

2. LAND USE PLANNING

The creation of the goal exception has been accomplished within the context and framework of the on-going Coos County, district-wide and State of Oregon land use planning processes. See Part II: Context.

3. AGRICULTURAL LANDS

Since there are no agricultural lands in the proposed project site Goal 3, Agricultural Lands, is not applicable.

4. FOREST LANDS

There are no forest lands in the proposed boat basin expansion site. Therefore, Goal 4, Forest Lands, is not applicable.

5. OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

The intent of Goal 5 is to conserve open space and protect natural and scenic resources. Fish and wildlife areas and habitats are included as a natural resource, to be managed consistent with Goal 5.

All sites within Coos Bay for potential moorage development may be classified as fish and wildlife natural resource areas. Clam beds, crustacean, fish and wildlife habitats are found throughout the estuary. Conflicting uses such as industrial development, commercial fishing, and shipping also occur throughout portions of the estuary. Goal 5 requires that when conflicting uses have been identified, the economic, social, environmental and energy consequences of the conflicting uses must be determined and programs developed to meet the goal.

The planning requirements of Goal 5 are similar to a portion of the exception criteria to be considered under the Goal 2 exceptions process. By engaging in the exception process the consequences of the conflicting uses are addressed and the procedural requirements of Goal 5 accomplished. It has been determined that moorage development in Coos Bay is a conflicting use by virtue of the existence of fish and wildlife natural resource areas throughout the estuary. One area where no conflicting uses have been identified, however, is the lower South Slough Estuarine Sanctuary, the importance of which has been recognized on the local, state and national levels. The Sanctuary consists of 4,400 acres of tidelands and watershed and has been set aside for complete restoration and preservation from development.

Other areas of the estuary have been identified as conflicting use areas and the consequences of the conflicting uses have been determined. Evaluation of environmental, social, economic and energy consequences within the framework of the exception process has resulted in development of a program to meet current, immediate demand for vessel moorage below the 90' class. Following is a summary of these findings, incorporating the broader requirements of the exceptions process.

A need exists for additional boat moorage.

Moorage development at any feasible alternative site involves loss of natural resource habitat.

Evaluation of feasible alternative sites does not indicate a most appropriate site in terms of least environmental impact.

Environmental consequences may be mitigated by expansion of existing facilities thereby avoiding extensive shoreline alteration, inland dredging, and filling of estuarine waters.

Moorage development at or in proximity to existing facilities maximizes economic and energy benefits.

Moorage development compatible with adjacent areas promotes positive social consequences.

Existence of commercial fishing support facilities, related processing and infrastructure produce positive environmental, economic, social and energy consequences.

(Elaboration of the consequences of conflicting natural resources/moorage development is contained in PART III: EXCEPTION)

6. AIR, WATER AND LAND RESOURCES QUALITY

The proposed boat basin expansion will not significantly affect air quality. Water quality in this portion of the Estuary has known problems. The water quality is monitored by the Department of Environmental Quality while the Coast Guard regulates marine sanitation. Problems with water quality are caused primarily by failed septic systems and non-point source run-off. The Charleston Sanitary System has eased some problems and the Coast Guard is enforcing stricter standards. The Department of Environmental Quality does not believe that the water quality consequences of the proposed expansion are significant enough to halt the project but recognizes the systematic relationship of the basin activities. Monitoring and regulations need to be strictly enforced for the area to protect water quality. The present land quality is expected to be maintained. Development of the boat basin project at another location could cause an alteration of land resources, since complete operating facilities would have to be constructed. This is not a problem if the boat basin is expanded at its present location.

7. AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

The proposed boat basin expansion project is not located in an area subject to natural disasters and hazards, except for the possibility of ocean flooding and damage from winter storms. These hazards would exist regardless of the location of the boat basin.

8. RECREATIONAL NEEDS

The intent of Goal 8 is to satisfy the recreational needs of the citizens of the state and visitors. Recreational boats are expected to constitute 30% of the vessels currently requesting moorage space. The Coastal Acres moorage design concept recommended by the Task Force would consume only the outermost portion of the intertidal area presently used for recreational clam digging. In the past, accessibility to clam beds from shore has been a problem. The Port of Coos Bay, however, has opened new areas to clam diggers in the past two years. A road has been built on the North Spit, allowing 2½ to 3 miles of linear clam digging area to be newly accessible by the public. It has

been a clam digging area of significant activity since the Port opened the road.

Other recreational activities associated with boat moorage include fishing and crabbing off the piers and simply looking at boats and enjoying the visual amenities which are characteristic of fishing fleets. Such activities do not promote energy consumption or motor-driven recreation.

Moorage development generally is consistent with the overall intent of Goal 8 as additional moorage proposals have been partly generated by recreational demand. A 1971 study showing the Coastal Acres alternative as the fifth most important recreational clamming area was the principal reason for the Division of State Land's refusal of the Port of Coos Bay's dredging permit. Since the 1971 study, however, opening of previously inaccessible clam beds to the public has offered alternatives for the recreational resource of the relatively small Coastal Acres site. The Task Force has recommended adoption of the moorage design concept for Coastal Acres as presented by Port of Coos Bay Commissioners-elect, Michael Hosie and Bruce Laird. The moorage plan concept would consume only the outermost portion of the Coastal Acres intertidal area and would guarantee the public access to the remaining biologic resource in perpetuity. The legal status of recreation clam diggers and students from the Oregon Institute of Marine Biology using the area as a laboratory is unclear as the Coastal Acres is currently in private ownership. The moorage design plan concept as well as public ownership would eliminate the possibility of legal access changes to recreational users and prevent future owners from foreclosing use of the mudflat.

9. ECONOMY OF THE STATE

The proposed boat basin expansion is consistent with Goal 9 in that it will aid in diversifying and improving the economy. Fishing is one of the primary economic activities on the Oregon coast. Coos Bay is highly dependent on fisheries to maintain its economic viability. The proposed expansion will help in solving the problem of an insufficient number of moorage spaces. The proposed expansion will accommodate the larger size vessels coming into use. The present facility is not designed for the larger boats. There is a great potential for development of the under-utilized and unutilized fishery resources. This means a greater demand for moorage spaces to accommodate boats in the 60-80 foot range, especially if the hake fishery is realized. The fishery potential cannot be realized without adequate moorage for the larger boats.

Goal 9 states "economic growth and activity...shall be encouraged in areas that have under-utilized human and natural resources capabilities and want increased growth and activity." The 1977-78 Overall Economic Development Plan by the Coos-Curry-Douglas Economic Improvement Association recognizes "inadequate commercial fishing moorage accommodations in District Ports including the Charleston Boat Basin" as an impediment to economic development.

10. HOUSING

Goal 10 provides for the housing needs of the citizens of the state. Since there are no buildable lands within the project site, this goal does not apply.

11. PUBLIC FACILITIES AND SERVICES

The intent of Goal 11 is to provide timely, orderly and efficient arrangement of public facilities. A new site would require providing water, sewer, telephone, electricity and sanitary facilities, as well as police and fire protection. It would also require access and parking. These facilities are already available at the present boat basin expansion site. Therefore, the proposed boat basin expansions site is consistent with Goal 11.

12. TRANSPORTATION

Goal 12 involves the provision of a safe, convenient and economic transportation system. The proposed boat basin expansion qualifies as being safe, convenient and economic. It is protected relatively well from wave action and storm surge. Due to the project's nearness to the ocean it must be considered convenient. It is economic because the necessary operating facilities can be foregone. The Transportation Goal also stresses energy conservation. The expansion project will help to conserve energy. Due to its nearness to the ocean, less energy will be expended on reaching the entrance to the ocean than from an expansion site located a greater distance from the entrance. The boat basin expansion project must be considered consistent with Goal 12. However, existing traffic circulation problems and surface transportation construction in the area needs to be recognized.

13. ENERGY CONSERVATION

Goal 13 states "land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy". The boat basin expansion project will aid in conserving energy because of the nearness of the proposed expansion to the ocean. Constructing a boat basin expansion at another site would use much more energy than expanding the present boat basin. This is because most of the facilities necessary to the boat basin expansion are already in place at the present boat basin.

14. URBANIZATION

The land adjoining the proposed expansion site is already relatively developed.

15. WILLAMETTE GREENWAY

This goal is not applicable to the expansion project.

16. ESTUARINE RESOURCES

The intent of Goal 16 is:

To recognize and protect the unique environmental, economic and social values of each estuary and associated wetlands; and

To protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic and social values, diversity and benefits of Oregon's estuaries.

Goal 16 requires that comprehensive estuary planning be conducted, which shall inter alia, result in classification of the estuary into management units. At a minimum, management units within an estuary shall consist of Natural, Conservation and Development management units. Among the criteria for classifying portions of the estuary as Conservation management units are oyster and clam beds. The exception process has been necessitated by a finding by the Division of State Lands that a Port of Coos Bay permit application for dredging a portion of the Coastal Acres intertidal area would be inconsistent with Goal 16. The Coastal Acres area contains clam beds and would therefore be classified as a Conservation management unit. The exception process seeks to resolve the conflict created by proposed moorage development in Coastal Acres, an estuarine area otherwise potentially designated as a Conservation management unit by virtue of clam beds in the project area.

The exception process notwithstanding, it is emphasized that the Coastal Acres project is not necessarily inconsistent with Goal 16 upon evaluation of the relationship of the project to Goal 16 requirements.

Overall Oregon Estuary Classification

LCDC has classified the Coos Bay estuary as a deep draft development estuary in the overall Oregon Estuary Classification. The purpose of the statewide classification was to "assure diversity" among Oregon's estuaries, insuring that all estuaries would not be either exclusively developed or preserved. Moorage development is consistent with the overall classification of the Coos Bay Estuary.

Reduction or Degradation of Natural Values

Dredge, fill, or other reduction or degradation of these natural values by man shall be allowed only:

1. if required for navigation or other water dependent uses that require an estuarine location; and
2. if a public need is demonstrated; and
3. if no alternative upland locations exist; and
4. if adverse impacts are minimized as much as feasible.

The moorage development proposal satisfies the estuarine development criteria. Moorage is a water-dependent use requiring an estuarine location. Public need has been demonstrated (see PART III: EXCEPTION). Alternative upland

locations do not exist. Adverse impacts have been minimized through project design. The floating pier and slip system allows moorage development without filling, and does not obstruct current, tidal and flushing patterns. The floating pier, non-fill design will involve twice the cost of conventional dredge and fill moorage facilities. The project location has been designed to consume the minimum amount of intertidal area.

Management Units

When classifying estuarine areas into management units, the following shall be considered in addition to the inventories:

1. Adjacent upland characteristics and existing land uses;
2. Compatibility with adjacent uses;
3. Energy costs and benefits; and
4. The extent to which the limited water surface area of the estuary shall be committed to different surface uses.

Classification of the Coastal Acres area, except for the existence of clam beds, in accordance with the classification criteria above, allows moorage development at the site. The adjacent upland characteristics and land uses consist of well-developed mixed uses whose distinguishing features relate to the commercial fisheries. Vessel support facilities and fish processing activities are adjacent. Moorage development has no significant energy expenditures associated with it, as most of the vessels needing moorage are presently active and many are using temporary moorages in the Charleston area. Moorage development at the Coastal Acres site is energy-efficient by being close to the entrance to the ocean and in not requiring energy expenditure on filling or breakwater construction during the construction phase.

As the project design does not involve filling of estuarine waters, the extent which the water surface area is committed to another use is minimal. The floating pier system also involves less of an irreversible "commitment" than normal filling practices.

CONSERVATION MANAGEMENT UNITS CLASSIFICATION

Partially altered areas or estuarine areas adjacent to existing development of moderate intensity shall also be included in this classification unless otherwise needed for preservation or development consistent with the overall Oregon Estuary Classification.

The Coastal Acres area is adjacent to the presently developed Charleston Boat Basin and is bordered on the shore by well-developed land uses whose distinguishing character relates to the commercial fisheries activity. Moorage development is also consistent with the designation of Coos Bay as a development estuary in the overall Oregon Estuary Classification. Goal 16 does not automatically classify the Coastal Acres site as a Conservation Management unit because of the presence of clam beds. If the presence of clam beds alone determined classification of management units, the entire Coos Bay estuary would be classified as a Conservation Management unit. Such classification is inconsistent with the overall Oregon Estuary Classification.

Permissible Uses

Permissible uses in conservation areas shall be those allowed in (1) above; active restoration measures; aquaculture; and communication facilities. Where consistent with resource capabilities of the area and the purposes of this management unit, high-intensity water-dependent recreation; maintenance dredging of existing facilities; minor navigational improvements; mining and mineral extraction; water dependent uses requiring occupation of water surface area by means other than fill; and bridge crossings, shall also be appropriate.

If Coastal Acres should be considered a Conservation management unit, it would be so despite consistency with the conditions necessary for reduction of natural values, consistency with the non-inventory management unit criteria, consistency with the overall Oregon Estuary Classification, and proximity to existing development. It would be so classified because of the clam beds.

Within Conservation management units, however, development of the sort proposed is a permissible use. Commercial and recreational boat moorage is a water dependent use. The Coastal Acres project has been designed to occupy the water surface by means other than fill.

Evaluation of the Coastal Acres project's relationship to the requirements of Goal 16 indicates consistency with the goal.

17. COASTAL SHORELANDS

Goal 17 allows for the development, where appropriate of "the resources and benefits of all coastal shorelands, recognizing their value for . . . water dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters". The Coastal Acres property is considered as being appropriate for the development of water dependent uses and economic resources, i.e. the proposed boat basin expansion. The boat basin expansion is compatible with the characteristics of the adjacent coastal waters in that the coastal waters adjacent to the proposed expansion site contain the present boat basin.

The boat basin expansion is designed in a manner which will "reduce . . . the adverse effects upon . . . the fish and wildlife habitat, resulting from the use" of the Coastal Acres property. The floating piers will allow for minimal flushing and resource obstruction.

The Coastal Shorelands Goal requires local, state and federal agencies to "maintain the diverse environmental, economic and social values of coastal shorelands." Many of the sloughs and inlets of Coos Bay are relatively untouched by development and, therefore, maintain their environmental values. Development on Coos Bay takes place primarily in the Charleston area along the 15 mile ship channel.

Goal 17 also states "shorelands in urban and urbanizable area especially suited for water-dependent uses shall be protected for water-dependent recreational, commercial and industrial uses". Charleston must be considered an urban or urbanizable area. Due to the proximity of the present boat basin and the characteristics of the adjacent land uses, the Coastal Acres property is considered to be suitable for water-dependent uses.

The Coastal Shorelands Goal established general priorities for the overall use of coastal shorelands. The first priority is "to promote uses which maintain the integrity of estuaries and coastal waters". The second priority is to "provide for water-dependent uses". Coos Bay is classified a deep draft development estuary. Areas have been set aside for preservation of natural values and other areas remain in the natural state. Since the coastal waters adjacent to the proposed expansion site are engaged in water-dependent uses, the proposed use of the Coastal Acres property is considered to be a continuation of this water-dependent use.

18. BEACHES AND DUNES

This goal is not considered significant to the proposed boat basin expansion project because no beach areas will be altered by the project. However, there are beach areas near the project site. This goal is similar to the Coastal Shorelands Goal, in that it provides for the development, where appropriate, of the resources and benefits of coastal beach and dunes areas.

There is not expected to be a "hazard to human life and property from . . . man-induced action" associated with the Coastal Acres property.

19. OCEAN RESOURCES

Goal 19 is not considered to be applicable to the boat basin expansion. This goal pertains to the "benefits and natural resources of the near-shore ocean and the continental shelf". Although the boat basin expansion may allow for greater utilization of fishery resources, there are regulations which provide for the maintenance of the optimum sustainable yield while protecting the natural marine ecosystem.

Oregon Coastal Zone Management Program

The Oregon Coastal Zone Management Program states that a project is consistent with it by either:

1. being consistent with an acknowledged for compliance plan;
2. being consistent with the goals and any other applicable portion of State regulation cited in the Oregon Coastal Zone Management Program.

If the exception is adopted, it will meet Oregon Coastal Zone Management Program in the latter way.

Coos County Estuary Plan Element and County Plan Policies

The Coos County Planning Department has indicated that the following County policies apply to the proposed boat basin expansion:

<u>Section</u>	<u>Page</u>
A-6.1	A-7
B-1.5	B-1
B-3.2a	B-3
B-3.2b	B-3
B-3.3	B-3
B-3.4	B-3
B-3.5	B-4
B-3.6	B-4
D-1.1	D-1
D-1.2	D-1
D-3.1	D-3
D-3.3	D-4
D-3.4	D-4

The following is a discussion of the consistency of the proposed expansion with applicable County policies.

A-6.1 The County Parks Advisory Board should set priorities for obtaining funds for recreational development, taking expressed public needs into account.

The proposed expansion is consistent with this policy in that Coos County has designated the Charleston Boat Basin as a possible marine site. There is also an expressed public need for the expansion, evidenced by the waiting list of over 150 people.

B-1.5 Tourism and recreational development opportunities shall be identified and development will be encouraged.

The proposed expansion includes construction of floating slips for pleasure boats. Therefore, the project is identified as a recreational development opportunity and its development is encouraged.

B-3.2a Development of port facilities and continued maintenance of shipping channels shall be encouraged in appropriate locations as a means to promote commercial, industrial and recreational activity.

The Coastal Acres property is considered to be an appropriate location for development of the boat basin expansion. Due to the proximity of the existing boat basin and support facilities. The expansion would promote commercial, industrial and recreational activity.

B-3.2b Coos County encourages estuarine channel maintenance and encourages improvements to all types of local shipping facilities in order to promote wood products, fishing and other import-export industries.

The expansion project will be a substantial aid in promoting the fishing industry. Expansion of the boat basin will lead to expansion of the fishing fleet. This in turn will lead to a greater utilization of the fishery resource.

B-3.3 Protect and where appropriate, improve existing facility/service systems that will enhance estuarine related commercial and industrial activities.

Expansion into the Coastal Acres property will improve the existing facilities. The expansion will allow greater utilization of the fishery resource, which will enhance estuarine related commercial and industrial activities.

B-3.4 In determining the locations of vessel moorage, all long-term economic and environmental aspects of the proposed moorage site shall be considered.

The long-term economic and environmental aspects of the proposed expansion site were considered during the formation of the Coos Bay Estuary Plan, An Element of the Coos County Comprehensive Plan. The project area is designated Marine Commercial and Marine Transport in the Estuary Plan. The economic and environmental aspects have also been considered during the formation of the Goal Exception.

B-3.5 Coos County shall promote the local fishing industry by zoning suitable areas in the estuary for fishing fleet moorage facilities adjacent to support facilities.

Dredging activities and construction plans in boat basin are in compliance with the Coos County Interim Zoning Ordinance. The Coastal Acres property is zoned Marine Commercial. Boat launching and moorage facilities are permitted uses. The proposed expansion site is adjacent to support facilities.

B-3.6 Encourage multi-use docking facilities in close proximity to existing transportation networks and support facilities.

The proposed expansion into the Coastal Acres property is adjacent to the existing navigation channel and the support facilities presently serving the boat basin.

D-1.1 Land use planning studies focusing on shoreland areas shall be concerned with both the protection of natural resources and the development potentials of the land while striving to maintain the integrity of estuaries and coastal waters.

The Coastal Acres property is considered to be the most feasible site for the boat basin expansion. The proposed expansion has been designed as a compromise to allow for as much protection as possible for natural resources.

D-1.2 Dredge, fill or other reduction or degradation of the natural values shall be allowed only:

1. when required for navigation or other water dependent uses that require an estuarine location;
2. a public need is demonstrated;
3. no alternative upland locations exist; and
4. adverse impacts are minimized as much as feasible.

The proposed boat basin expansion is a water-dependent use. A public need has been demonstrated by the waiting list of over 150 people. No feasible upland alternative locations exist. The proposed expansion has been designed to minimize adverse impacts as much as possible.

D-3.1 Areas of critical importance for fish and wildlife habitats shall be identified and their values conserved, in cooperation with natural resource agencies.

The proposed expansion has been designed to have as little effect as possible on the habitat. The present boat basin has not interfered with or damaged the Coastal Acres property as far as its being a recreational clamming area. The proposed expansion is not expected to endanger adjacent habitat areas.

D-3.3 Critical marshes and significant wildlife habitats shall be identified and protected as consistent with the natural values of the area.

The design of the proposed expansion will provide for as much protection of the wildlife habitat as possible.

D-3.4 Coos County recognizes that marine productivity requires an interdependency and diversity of species and habitats. Habitat types vital to maintaining a functioning healthy estuarine system should be identified and protected.

The small amount of habitat area affected by the proposed expansion is not expected to endanger the estuary as far as it being a functioning healthy estuarine system.

The main idea behind the Statewide Planning Goals and Coos County Policies is to allow development, where appropriate, and to preserve natural values, where appropriate. The Coastal Acres property is considered to be an area appropriate for expansion of the existing boat basin. This would be compatible to the existing uses in the adjacent coastal waters and shorelands. The proposed expansion has been designed to preserve natural values as much as possible. In addition, only a small portion of the habitat area will be affected by the expansion project.

The proposed Charleston Boat Basin expansion into the Coastal Acres property is considered to be consistent with the intentions of the Statewide Planning Goals and Coos County Policies.

EXCEPTION CRITERIA

Need For Proposed Use

THE FOLLOWING SECTION ON ECONOMIC NEED IS AN EXCERPT FROM A DRAFT 1979 REPORT, COOS COUNTY, OREGON, ECONOMIC SURVEY AND ANALYSIS BY DR. DONALD H. FARNES, PROFESSOR OF ECONOMICS, OSU, CORVALLIS, OREGON AND DR. WILLIAM BOODT, REGIONAL ECONOMICIST, PORTLAND DISTRICT, U.S. ARMY CORPS OF ENGINEERS. THIS IS A CORPS OF ENGINEERS REPORT ADAPTABLE FOR REGIONAL AND LOCAL PLANNING.

A good harbor with relatively safe access during adverse weather and proximity to rich fishery resources have been responsible for the development of both commercial fishing, and fish and seafood processing in the Coos Bay area. Currently, the industry is the third most important in the County, ranking behind only forest products manufacturing and waterborne commerce. The industry is centered in and near the Charleston area, which has accounted for over 95 percent of the county's landings in recent years. In 1975, an estimated 4.3 percent (see table III-1) the county's basic income was derived from commercial fishing and another approximately 1.5 percent from fish and seafood processing. In other recent years, when the value of the catch has been larger, the industry's impact on the county's economy has been even larger.

The boat basin at Charleston was initially constructed in 1956; it has since been periodically expanded. The Charleston area is served by a 10-foot channel, and has a capacity of about 540 berths. There are presently more than 250 boats waiting for space. Approximately 350 of the vessels in the boat basin are commercial fishing craft, with about 250 of these being greater than 30 feet in length. Many of the trawlers range to 60 feet. In addition, there are approximately 50 large vessels using the channel to supply local plants and receiving stations. The area also has about 16 charter boats. The larger boats are: crabbers, shrimpers, bottom fish trawlers, or some combination thereof. The number of larger boats, which cost \$100,000 or more, has been increasing, and some owners have two or more vessels.

Estimates of the area's number of commercial fishermen vary somewhat. A 1976 report by Coos-Curry-Douglas (CCD) Economic Development District estimates the number of commercial fisherpersons at about 500, although part-time participants may be included; other current estimates range from 400 to 620 persons. In 1976, there were about 400 licensed commercial boat-owners living or registered in Coos County and about 750 commercial fishing license holders living there. Since the larger vessels are manned by 3 to 5 persons, the 500 commercial fisherperson estimate would seem reasonable. Historic data on the number of fishermen in the area are not available; however, harvest data, the increasing number of sizes of commercial boats, and the overall development of the area would indicate the number to be increasing.

Local fish and seafood processing in the Charleston area has also increased. There are presently six processing plants and three receiving stations at Charleston and one processing plant at Empire. Processing employment has varied since the 1940's. Employment data indicate that Coos County's fish and seafood processing employment increased from less than 50 persons

in 1958 to more than 500 persons in 1969. Although harvest and landings have continued to increase, processing employment has declined somewhat as the local plants have increased efficiency by updating technology — adding shrimp peelers and by other means. Present county processing employment is about 340 persons, of which approximately 40 are employed in one additional county plant at Bandon. In the county, there are presently 11 shrimp peelers in the Charleston-Empire area and 3 at Bandon.

The recent trends of Coos County landings are illustrated in Table III-1. They rank second in Oregon, of which the Charleston-Empire area accounts for about 96 percent. Landings of some species have varied widely; total landings have increased about 50 percent since 1966. Landings of two groups — shrimp and bottom fish — have increased significantly, and each represent about one-third of the total landings by weight. Salmon landings, however, often represent 40 percent or more of the total value of all Coos County landings.

The cyclical character of the industry and of its specific sectors is indicated by both the data of Table III-1 and the value data of Table III-2; values are expressed in both current and constant dollars. The value data indicate the recent upward trends, but also considerable fluctuations from year to year. By species, the variation is even greater as indicated by the percentage of the value of the total annual landings accounted for by each one. See Table III- . Further indication of fluctuations are given by the high-year and low-year landings for the period 1969 to 1976, which are reported in Table III-4. By weight of catch, the high year expressed as a factor of the low year indicates that for the principal species, the best years were 3.5 to 10.7 times better than the worst years. Contrary to what might be expected, except for crabs, significant compensating price adjustments did not occur. In fact, when the dollar value of the catch is corrected for general price inflation, the value differences between the high and low catches are even greater than in weight terms for four of the six categories.

Table III-1.

FISH LANDINGS - COOS COUNTY.
(000 lbs.)

<u>Year</u>	<u>Salmon</u>	<u>Shrimp</u>	<u>Tuna</u>	<u>Bottom Fish</u>	<u>Crab</u>	<u>Misc.</u>	<u>Total</u>
1966	3,431	2,589	3,092	564	2,253	138	12,067
1967	3,273	2,526	8,555	758	1,758	113	16,983
1968	2,168	3,302	4,843	1,564	2,030	91	13,998
1969	1,749	3,552	2,687	3,655	1,593	80	13,316
1970	2,848	4,711	374	2,823	2,728	103	13,587
1971	2,740	1,521	378	2,695	1,919	87	9,340
1972	2,261	5,410	2,545	5,605	479	159	16,459
1973	3,468	8,826	2,144	4,064	256	63	18,821
1974	3,805	4,858	3,175	3,707	785	58	16,388
1975	2,655	7,736	3,614	4,237	775	78	19,091
1976	4,559	6,229	531	6,346	1,443	111	19,219

Source: Oregon Department of Fish and Wildlife.

Table III-2.

ESTIMATED VALUE AT FISHERMEN'S LEVEL OF COMMERCIAL FISH
AND SEAFOOD LANDINGS IN COOS COUNTY
(thousands of dollars)

<u>Year</u>	<u>Value of landings measured in current dollars</u>	<u>Value of landings measured in constant 1967 dollars</u>
1969	2,571	2,342
1970	3,215	2,764
1971	2,110	1,739
1972	3,751	2,994
1973	6,161	4,629
1974	6,588	4,460
1975	5,567	3,490
1976	8,884	5,211

Source: Oregon Department of Fish and Wildlife.

Table III-3.

PERCENTAGE OF ESTIMATED VALUE AT FISHERMEN'S LEVEL OF COMMERCIAL
FISH AND SEAFOOD LANDINGS IN COOS COUNTY, 1969-1976.

Species	1969	1970	1971	1972	1973	1974	1975	1976
Chinook	12.3	16.3	4.4	7.2	25.8	19.1	20.7	13.4
Coho	17.9	34.2	38.0	27.7	17.5	25.2	16.0	47.1
Crabs	18.6	21.2	31.8	5.4	2.4	8.3	11.2	10.6
Shrimp	15.2	17.6	9.3	21.6	31.5	19.1	18.7	14.0
Tuna	23.5	3.2	5.3	23.1	14.4	19.8	21.9	2.9
Ground Fish	11.4	6.6	10.5	14.2	7.9	7.9	10.9	11.6
Other	<u>1.1</u>	<u>.9</u>	<u>.6</u>	<u>.9</u>	<u>.4</u>	<u>.4</u>	<u>.7</u>	<u>.4</u>
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Table III-4.

COOS COUNTY FISH LANDINGS BY SPECIES, HIGH AND LOW YEARS
1969-1976, MEASURED BY WEIGHT AND VALUE.

BY WEIGHT					
Species	High Year		Low Year		High Year as a Factor of Low Year
	1,000 lbs.		1,000 lbs.		
	Roundweight	Year	Roundweight	Year	
Chinook	1,793	1973	177	1971	10.1
Coho	3,793	1976	1,083	1969	3.5
Crabs	2,728	1970	256	1973	10.7
Shrimp	8,826	1973	1,521	1971	5.8
Tuna	3,561	1975	374	1970	9.5
Ground Fish	6,347	1976	2,695	1971	2.4
BY VALUE					
Species	High Year		Low Year		High Year as a Factor of Low Year
	Value in	Value in	Value in	Value in	
	Current	1967	Current	1967	
	\$1,000	\$1,000	\$1,000	\$1,000	
Chinook	1,589	1,194	93	77	15.5
Coho	4,183	2,453	461	420	5.8
Crabs	682	586	146	110	5.3
Shrimp	1,942	1,459	197	162	9.0
Tuna	1,220	757	103	89	8.5
Ground Fish	1,034	606	222	183	3.3

Source: Oregon Department of Fish and Wildlife.

Fortunately, the highs and lows for the various species have not generally coincided; however, the lows for all species, except crabs, did fall during the 1969 to 1971 period. Consequently, these were relatively poor years for the fishing industry as a whole. More serious were the consequences for owners of specialized gear and labor skills which could not readily be shifted from one species or region to another.

Insofar as the catch is processed locally, the fish and seafood processing industry experiences the same fluctuations which directly affect fishing. This industry had an annual average employment of 308 in 1977 and 354 for the first 8 months of 1978. In addition to annual fluctuations, the industry is also seasonal. The 1977 employment range was from 171 in December to 451 in May.

Economic impact and multiplier effects of both fishers and processors, discussed in the "Overview" section, are also important. The economic well-being of many local firms — shipyards, machine shops, welding services, suppliers of fishing gear, marine radio and electronic services and equipment, fuel, transportation, and many others — is dependent upon fishers and processors.

If present trends continue and current plans are brought to fruition, both fishing and fish processing will become even more important in the Coos County economy; and it is expected that the new developments will be more stable, both annually and seasonally.

Available fishery stocks are, of course, an important constraint. In recent years, shrimp harvests have been high. This has enabled the Oregon product to expand its domestic market area at the expense of New England and to develop foreign markets. Expansion or maintenance of these markets is contingent on the availability of shrimp stocks. At present, they appear sufficient to maintain present harvest levels but not to permit much, if any, expansion.

One way in which the traditional constraints on the industry have been overcome has been through the development of new stocks, as in the case of aquaculture. At present, there is one salmon facility in the area, and a second one is in the development stage. Release and recapture feasibility tests and studies have been encouraging.

Another way of bypassing the traditional constraints has occurred through the harvesting of different species. In recent years, the harvesting and marketing of bottom fish have increased significantly. Available stocks of rockfish off the coast of Oregon and Washington are reported to equal the present Northwest harvest for all species. In addition, there are very large stocks of flatfish, rays, and black cod. These available stocks, in total, are reported to be many times greater than are currently being harvested. Given the new 200-mile fisheries jurisdiction, the large biomasses off the Coos Bay, and expanding markets for the harvest, expansion of this part of the industry may be expected to continue. The potential for the hake fishery is also large, with a potential annual harvest of more than 200,000 tons off the Oregon-northern California coast. Hake test marketings and other developments have also been reported to be successful.

Nonetheless, further development of the industry is also contingent on development of adequate moorage and berthing facilities, deeper draft harbors,

adequate plant sites and processing capacity, and handling and transportation facilities to accommodate increased tonnages. Some of these developments will probably be in the North Spit area of the estuary. Related cold storage boat building and repair, and other industry-linked activities are also planned or likely if the necessary facilitating public infrastructure development and planning decisions are reached.

The foregoing excerpt by Farness and Boedt points out the current situation of the commercial fisheries in Coos County. The future economic situation for fisheries will become critical as exploitation of groundfish, including previously underutilized species assumes more importance due to the 200 mile limit. The Fisheries Conservation and Management Act of 1976 gives the domestic seafood industry first opportunity at any fishery 200 miles or closer to the United States. The act will stimulate groundfish harvest of such species as Pacific hake. Groundfish landings have been the most stable species landing from 1969.¹ Development of the stable groundfish resource can be expected to stabilize the cyclical nature of commercial fisheries. Groundfish are harvested by vessels in the 50-90 foot class, with at least 23 varieties of fish landed.² The seafood industry yields one of the highest income multipliers in Oregon. Substantial multiplier effects occur to local fishing communities and regions as fish are normally processed near the ocean resource shortly after harvest. Income multipliers for Coos County's commercial fisheries have not been determined, but multipliers for Clatsop, Tillamook and Douglas Counties, calculated from 1968 to 1973 were identical at 2.7.³ It is likely that, because of this remarkable similarity the income multiplier in Coos County is near the 2.7 figure. The 2.7 seafood multiplier indicates that for every \$1,000 received by the fisher, another \$1,700 of local business activity will be generated. The total local impact generated is \$2,700. Seafood processors also generate multiplier effect but these multipliers are more difficult to speculate as no consistent multipliers have been shown for Oregon as a whole. Consideration of the probable multiplier associated with Coos County's fisheries and the estimated value of landings in the county give an indication of the economic need for commercial fisheries in Coos County.

The economic importance of commercial fisheries must also be considered in relation to Coos County's dependence on the forest products industry, which is expected to show short and long term decline. The Coos-Curry-Douglas Economic Improvement Association has projected substantial declines in the District and Coos County forest products industry. Coos County, on the basis of substantial and persistent unemployment was designated as a redevelopment area by the Economic Development Administration on April 6, 1968. Coos County continues to experience chronic and severe unemployment and is a designated member of the Coos-Curry-Douglas Economic Development District. Coos County has experienced higher levels of unemployment than Oregon and the nation every year since 1960.⁴

1. Rompe, W., Smith F., and Miles, S. "Oregon's Seafood Industry: It's Importance to Oregon's Economy" Sea Grant, Oregon State University Circular 965, January 1979.
2. Ibid
3. Ibid
4. Coos-Curry-Douglas Economic Improvement Association, Comprehensive Economic Development Strategy 1978-1979 Action Program, 1978.

In 1977, 21.5% of the county's total employment was in the forest products industry, amounting to 5,060 jobs.⁵ Because of a number of factors including declining availability of suitable timber resources, competition from other regions, and increasing productivity, the Coos-Curry-Douglas Economic Improvement Association forecasts job losses ranging from 250 to nearly 2,000 over the next 20 years.⁶ Layoffs in the industry have begun already, as Georgia Pacific will lay off 200 out of 260 workers at its plant in Coos Bay on August 1, 1979. The layoffs will be permanent. Further employment reductions are expected to continue as studies show a forthcoming large decline in log exports, a modest decline in product, timber, plywood, linerboard, and pulp and paper moving to other foreign and domestic ports.⁷

The overdependence of the county on the declining forest products industry makes it critical for the county to diversify its economy to ease unemployment and sustain income. One tactic is to provide support facilities to foster commercial fishing, allowing exploitation of the previously underutilized groundfish resource. The CCDEIA regards diversification as a fundamental economic goal of its member counties and recognizes that inadequate moorage facilities for commercial vessels is an impediment to local economic development.⁸

Tourism is also a significant portion of the economy of Coos County. It is unknown what effect the energy supply situation will have on tourism development. It has been widely but informally noted by citizens, Task Force members and the media that out-of-state tourism has declined in the summer of 1979. As a consequence, it is important to provide additional moorage to provide incentives and to provide facilities for water-based recreation/tourism and to stimulate the fisheries to offset potential economic declines in tourism.

5. Coos-Curry-Couglas Economic Improvement Association, Comprehensive Economic Development Strategy 1978-1979 Action Program, 1978.
6. Ibid.
7. Baldwin, F.M. and Associates, Inc. The Feasibility of Port Development on Coos Bay - An Environmental Study 1977.
8. Coos-Curry-Douglas Economic Improvement Association, Economic Development Strategy.

Compelling Reasons and Findings of Fact

Moorage Need

The Charleston Small Boat Basin currently has about 540 moorages available. Some 70% of these moorage spaces are used by commercial fishing vessels. Over 180 requests for moorage are on a waiting list with an estimated sixty to seventy additional vessels needing moorage but not on the waiting list. Approximately 70% of the vessels on the waiting list are commercial fishing boats.

Findings

Commercial fishing and related processing are the third most active economic sector in Coos County.

The fisheries sector of the economy is expected to hold an increasingly larger share of the Coos County economy.

The 200-mile fisheries jurisdiction, the large biomasses near Coos Bay, the variety of species available for harvest, and expanding markets all contribute to the expansion of the fisheries industry and to the increasing number of vessels employed in the fishing industry.

The commercial fishing and related processing are centered in Charleston in Coos Bay.

Certain types of fisheries related expansion may occur in other parts of the Coos Bay Estuary, but Charleston is expected to remain the center for commercial fishing fleet activity due to facilities and services already located in Charleston.

There are currently more vessels requiring moorage than there are moorage spaces available.

Projections and trends indicate that the need for moorage will continue to be unmet unless additional moorage space is provided.

Inadequate commercial fishing moorage has been recognized as an impediment to economic development of Coos County.

Coos County is overdependent of the forest products industry with 21.5% of all employment in this sector in 1977.

Forest products employment has shown a consistent decline from 1960 through 1977.

Growth of the timber industry on Coos Bay is uncertain with a consensus that timber harvest levels will decline over the next 20-30 years. Log exports from Coos Bay are predicted to show a large decline. A modest decline is forecast for products, timber, plywood, linerboard and pulp and paper.

Coos County is overdependent on a single industry (forest products) which inhibits industrial diversification that could provide employment opportunities to offset the anticipated decline in forest products employment.

Coos County has experienced unemployment levels consistently higher than those of the State and nation and was designated by the Economic Development Administration as a redevelopment area on April 6, 1978.

Coos County has been designated as a member of the Coos-Curry-Douglas Economic Development District because of the county's persistent chronic and severe unemployment.

Development of the commercial fisheries sector is essential to diversify the Coos County economy and mitigate projected unemployment caused by a decline in the forest products industry.

EXCERPTS FROM THE VARIOUS MEETING NOTES AND QUESTIONNAIRES
IDENTIFYING THE NEEDS FOR ADDITIONAL MOORAGE

March 9, 1977-----That there are four types of moorage - each with different space, land, channel, turn-around, and support facilities requirements. These categories are sport, commercial, trawler (over 90'), and deep water.

March 11, 1979-----It was noted 8 to 9 boats have already arrived since the contested case hearing. There is a desperate need for additional moorage.

It was also decided dredging was badly needed, more moorage was needed but there were not any other possibilities.

It was noted the Group should encourage more moorage, and more boats.

There is support for 60' boats in Charleston, but not for 90' elsewhere in the Bay.

March 15, 1979-----Dick then opened a discussion on the need for moorage. Comments included the following:

Small Boat Basin
Exceptions Process
Public Workshop #1

There are many commercial vessels fishing in the area now that need moorage. They're now tied up at temporary moorages.

Roy Gunnari said he had to give up his moorage, when the person from whom he had subleased it wanted the space back.

There are not enough moorage sites for the size and class of fishing vessels now operating.

In response to questions, Jeff Kaspar, Port operations manager, said there are currently 575 moorages in the Charleston boat basins, about 30% of which are sport; the rest are commercial. At the time of the Division of State Lands(DSL) contested case hearing on the proposed expansion there were 182 boats on the waiting list (again about 30% recreational, 70% commercial).

Discussion continued on the subject of need:

On windy days all the moorages are used. There is not enough for emergency tie-ups. Swells coming into the basin cause problems to those blown in on windy days.

The fishing industry is burgeoning; more berths are needed. Hake and shrimp industries are developing.

The Federal Government is encouraging the use of underutilized fish species like hake. Coos Bay is in the geographic center of that resource.

Boats are getting bigger to cope with the rough weather. The Port is in a bind because existing facilities were built for 50-foot vessels maximum.

The bigger vessels will be here for a long time because they are more versatile.

Roy Gunnari introduced Don Pease of the Southern Oregon Production Credit Association. His Company has done \$30 million worth of volume on the Oregon Coast, perhaps half of that in Coos Bay. His Company has a lot of investment, he said, and the borrowers have also invested and the facilities just aren't there.

Bob More stated that this meeting brought home that immediate moorage needs are very pressing, but we shouldn't lose sight of long-range needs. The proposed expansion is a band-aid. He also need to remember that development costs go up rapidly and it would be better to address the long-range needs sooner than later.

Roy Gunnari compared development of a new site for remedying the immediate moorage shortage to constructing a hotel when all we need is to add another room to the house.

March 22, 1979-----It was also noted that the moorage to be provided State & Federal Agency at the triangle site would be long-term moorage for 180 vessels. Briefing on Boat Basin Exceptions Process

Question was posed as to where would the situation be a year from now if you only provide 180 boat slips?

It was noted that the primary need attempting to be met was not the seasonal sport boat.

In response to questions, it was noted that the current distribution of moorage types at the Basin is 70% commercial and 30% sport. This same distribution is what is on the waiting list.

Comments were made that a plan is needed so that needs are targeted.

It was stated that a decision on meeting the immediate moorage need can't wait for the estuary plan to be done.

It was commented that since there are about 180 on a moorage waiting list and since about 180 moorage slips will be created by the proposed expansion, it seems a foregone conclusion that the Port will be back soon for another expansion. It was commented that another expansion would be logical next to this one. It was noted that the Barview Wayside area had been also proposed in the 1963 CH2M Hill Study as well as the inner basin and the triangle expansion.

It was noted that the existing facilities have certain capabilities, have some alternatives. While there is a need for more moorage, some can be accommodated without serious impairment of environment. Need to look at where the moorage situation will be in five years. It was again urged to look at alternatives now.

It was emphasized that a precise determination of need should be made. Forecasting factors need to be used. It was stated it is most desirable to use existing facilities well first before expanding.

The issue of meeting needs on a short-term as opposed to a long-term basis was discussed. Concern was expressed that the Coastal Acres site only meets short-term needs.

March 23, 1979-----Bob More expressed concern that the long-range moorage needs be addressed as well as the immediate. Boat Basin Exception Technical Task Force

The issue of whether the moorage needs for vessels over 90' should be considered in this process.

Chuck Walters urged not looking at just immediate needs but also looking at needs for vessels over 90'. He urged a careful evaluation of alternatives.

If scope is narrowed, the adequacy of the proposed project must be assessed.

The "need" needs to be defined not just in terms of demand but also in terms of destination.

There is a documented need in the waiting list.

It is very difficult to predict future demands in terms of volume, type of moorage, and destination.

Many fisheries resources are cyclical resources. As resource moves, so does the fleet.

Walters urged that the exceptions process address "phase II" for moorage.

Jeff Kaspar questioned whether or not vessels over 90' require permanent year-around moorage.

Karl Elfving said 70' boats did not need permanent moorage.

Walters urged setting forth a complete rationale for demand.

The boat basin can't handle vessels over 90'.

Distinction for moorage must be made between daily access and transitory.

Hudson questioned why exceptions process was underway if there weren't a demand and need for immediate moorage.

April 25, 1979-----It was explained by Sandy Diedrich that the exceptions process is designed to meet the immediate needs within a short time period (1-4 years). She also explained that the intermediate and long range and the long term-long range moorage needs have to be addressed in the overall estuary plan.

A question was raised as to why the upper bay was cut of the alternatives. It was explained the moorage needs were in the 50-80 foot class and the upper bay was too far to go. It was pointed out that the upper bay would be a good place for moorage of sport and sailboats. This was identified as a long range need that could be addressed in the estuary plan.

It was pointed out that within five years the needs could increase as much as 50%. Several people pointed out that the trends are shifting to the larger boats. Other persons pointed out that in the northern ports

the larger boats don't need permanent moorage, only temporary tie up facilities.

A question was raised that if it takes the Army Corps of Engineers so long to do anything, why should we be planning for only up to 4 years. It was also pointed out by another person that the 100+ foot boats are now coming on line and there has to be a place for them to moor.

Further discussion occurred on future trends, eg: larger boats, growing interest in sailboats and increased number of sport boats. Again it was pointed out that the expansion is to meet present needs, not a future fleet.

One person state that that was an awfully expensive "band aid" to meet just the present moorage needs.

Sandra Diedrich then explained the relative costs that would occur if another site was developed.

Mr. Kilby pointed out that the Basin also has a big impact on the tourist trade and perhaps we should be looking at a two phase process. 1. to meet the present needs and 2. to meet the future needs. It was pointed out that the immediate needs could be met at the Coast Acres site and extending the existing facility because of the availability of support facilities economic importance and the increased tourist income.

In discussion of alternatives it was felt by a majority of the people that only the Coastal Acres and extending existing facilities could meet the immediate needs. All the remaining sites should be looked at for long range moorage. The reasoning for this was the high cost and the length of time until they could

be developed. The North Spit was also included as a long range moorage possibility.

March 15, 1979-----Is there a need for additional moorage space in Coos Bay?

Needs from Questionnaire Results from Public Workshop #1

Yes - 40

No - 0

Don't know - 0

March 15, 1979-----Is there a need for additional moorage space in Coos Bay?

Needs from Questionnaire Results from Public Workshop #1

Steelheaders

Yes - 3

No - 2

Don't know - 0

Evaluation of Alternatives and Findings

The major issue related to the Boat Basin Expansion Exceptions Process has been that of alternatives. The need for moorage and economic need for maintaining, diversifying, and expanding the fisheries sector has not really been at issue. The consequences have been fairly well accepted by consensus. Further, concerns about impacts on surrounding uses have not produced findings of incompatibility. The major focus of discussion throughout the exceptions process has been alternatives.

The first type of alternative which quickly comes into play is alternative sites. Yet, site is one of four types of alternatives to be considered. The other three are alternatives of design, of management, and of means.

Alternative Design

This alternative is site specific and relates in this context only to the Coastal Acres site. The conventional design for boat basin facilities is to bulkhead the dredge area with dredge spoil deposited behind the bulkhead. The Port of Coos Bay has proposed a more environmentally sensitive design of floating piers on pilings. The design will provide habitat area, limit the amount of submerged area permanently in use, optimal flushing characteristics and sustain a reasonably high quality of aquatic resources. Use of the floating pier design substantially reduces resource loss although such a design involves twice the cost of conventional design. The Hosie/Laird design modifies the original design as applied for to the Division of State Lands. The Hosie/Laird plan involves shifting the concrete pier towards the channel, away from the shore, thereby reducing the proportion of inter tidal area to be dredged to the outermost portion of the Coastal Acres area. The Hosie/Laird plan extends as far as feasible the existing pier and slip system toward the channel. The Boat Basin Exception Task Force has recommended that the Port develop the Hosie/Laird plan which also includes guaranteeing the public access to the biological resources in perpetuity. (See map 11).

Alternative Means

In addition to water moorage, dry land storage is an alternative for many boats. Particularly, dry land storage is suitable for sport vessels. The Port of Coos Bay currently has dry land storage available but cannot exclude sport vessels from the outer basin due to federal funding covenants. Since the exceptions process generally focused on commercial - 30' to 90' - vessels dry land storage was not considered a feasible alternative for the large majority of unmet moorage need. However, the process recognized that dry land storage must always be an ancillary facility to basin moorage.

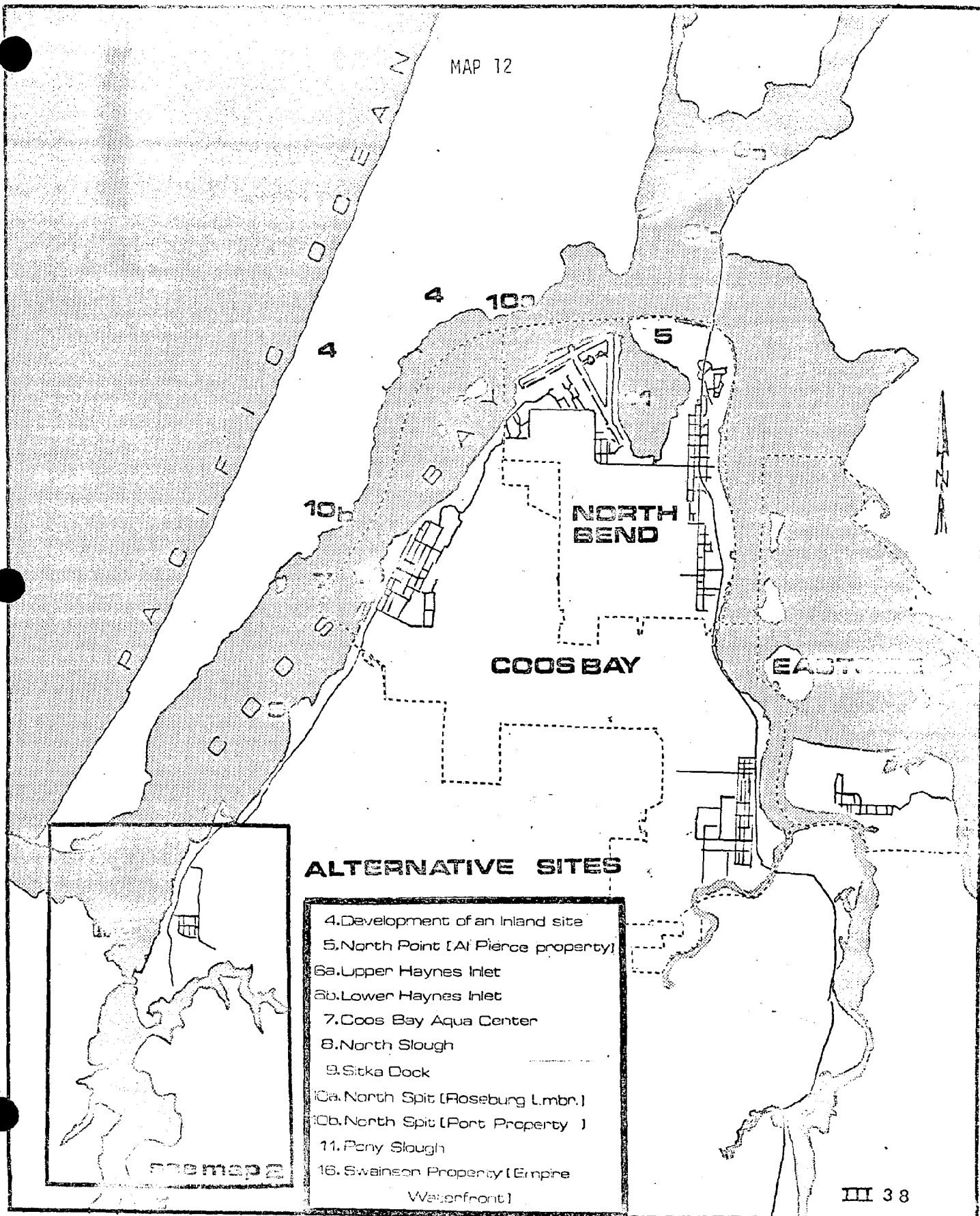
Alternative Management

This alternative suggests the considerations of a different alignment of present moorage leases to make more space. The Port of Coos Bay works with leases to make the most efficient use of existing moorages but recognizes the on-going nature of such management practices. Re-alignment could not produce adequate additional space to meet the current moorage need at this time.

Alternative Sites

Based upon the combined experience, knowledge of the estuary, knowledge of commercial fisheries from the varied backgrounds of Task Force members, 16 alternatives to the Coastal Acres site were assembled for evaluation. The range of alternatives was also developed by citizen participation and comment and reference to earlier past development studies. The alternative of dry land storage for recreational vessels was also considered and incorporated into the other sites as an ancillary facility. The alternate sites were examined in terms of the criteria shown in the Feasibility Matrix (Page III-40). Application of the matrix, public input into the review process, as well as application of other criteria noted in the following site-by-site preliminary evaluation resulted in the emergence of seven sites as the most viable for small commercial boat basin needs.

MAP 12



MAP 13

FOSSIL
POINT

BARVIEW

COOS HEAD
CHARLESTON

3

JOE NEY
SLOUGH

COLLIER

YOUNKER POINT

MAP 2

ALTERNATIVE
SITES

1. Charleston Acres (proposed site)
2. Extension of Existing Facility
3. Dry Land Storage of Sport Boats
12. Barview Wayside
13. North of the Breakwater [Pt. Adams]
14. South Slough [south of Charleston Bridge]
15. Peterson Sea Food
17. Joe Ney Slough

FEASIBILITY MATRIX

for alternative means
of meeting immediate
moorage needs

	A	B	C	D	E	F	G	H	I	
	Sufficient Water Area	Sufficient back- up (land) area	Substrate	Access (land)	Proximity to ACOF maintained channel	Fire Sewer, water	Owner willingness to sell/develop	Compatibility & adjacent uses	Habitat	
1. Coastal Acres	0	0	0	0	0	0	0	0	0	Ø = limiting
2. Extend existing docks		0	0	0	0	0	0	0	0	Ø = potentially limiting; problems
3. Dry-land in basin		+	0	0	0	0	0?	0?	0	0 = not limiting (apparently)
4. Inland basin			Ø	*	*	*	*	*	#	= not available; unknown
5. North Point	Ø?	0	0	Ø	Ø?	Ø?	0	Ø	Ø	F-dep on processing
6a. Haynes Inlet, upper				Ø	Ø	Ø		Ø?	Ø?	F-sewer? D-dep on bridge ht.
6b. Haynes Inlet, lower				Ø	Ø?	Ø				D-dep on bridge ht. F-sewer?
7. Coos Bay Aqua Center	0			Ø	0	0		0	Ø	A. Acres I
8. North Slough			0	Ø	Ø	Ø		Ø		B. Acres I
9. Sitka Dock	0	0	Ø?	0	0	0	0	0	Ø	C. Sand and/or mud ok; rock substrate Ø
10a. North Spit-Roseburg Lumber	0?		0	0	0	Ø		Ø?	0	D. \$ as well as physical
10b. North Spit-Port property	0	0	0	Ø	0	Ø	0	Ø	Ø	E.
11. Pony Slough	0?	0?	0	Ø	Ø?	Ø?	Ø?	Ø?	Ø	F. Available or existing-O moderately expensive or physically difficult to provide - Ø
12. Barview Wayside			0	0	0	0	0	Ø		G. \$ not taken into account
13. North of Point Adams Breakwater	0	0		Ø	0	0	0	0	Ø	H. Public opinion also taken into account where it can reasonably be projected (1, 5, 12, 14, 2)
14. South Slough			0	Ø?	Ø?	Ø	*	Ø?	Ø?	I. critical habitat=Ø high- energy intertidal or no
15. Perterson Seafoods	0	Ø?	0	Ø	0	0	Ø?	Ø?		
16. Swanson site		0	0	Ø?	Ø?	0	0	Ø?	Ø	
17. Joe Ney			0	Ø	Ø	Ø		Ø	Ø	

* = variable # = variable presumed + = parking

The Feasibility Matrix as presented assesses the feasibility of these alternate sites.

The sum of the Task Force review, public input and use of information and evaluation criteria led to the following sites emerging as the most viable of the seventeen for a commercial boat basin:

Coastal	Barview Wayside
Existing Facilities	North of Breakwater
North Point	Swanson Property
Sitka Dock	

In summary, sites were eliminated or retained for further consideration for the following reasons:

1. Coastal Acres: This was retained because it is the proposed site and is adjacent to existing facilities.
2. Extension of Existing Facilities: This was retained because some very short-term or temporary moorage might be created to help until a basin could be constructed.
3. Dryland Storage: This was incorporated into all other sites as an ancillary facility.
4. Development of a new inland site: This was eliminated because such a site would involve a long-term process in excess of a timely meeting of immediate needs.
5. North Point: This was retained because it is a site available for development.
6. The two Haynes Inlet sites: These were eliminated due to restoration potential and due to severe development limitations for a project such as a basin.
7. Coos Bay Aqua Center: This was eliminated as an immediately available alternate site but should be considered in further moorage study.
8. North Slough: This was eliminated due to severe limitations for navigation.
9. Sitka Dock: This was retained as an alternate site for further consideration.
10. North Spit: These sites were considered to be more appropriate for trawler facilities thus not considered further for a commercial moorage basin.
11. Pony Slough: This was considered as not appropriate for a commercial moorage basin. It was eliminated for further evaluation but recognition was given to North Bend's interest in a sport marina in the Pony Slough area.
12. Barview Wayside: This was retained due to its geographic location and backup space.
13. North of Breakwater: This was retained for further evaluation as the new breakwater extension will form a portion of a sheltered area.
14. South Slough South of Charleston Bridge: This was eliminated due to the bridge and location of the oyster beds.

15. Peterson Seafood: This was eliminated due to the substrate and the potential for other more appropriate uses.
16. Swanson Property: This was retained due to location and backup space.
17. Joe Ney Slough: This was eliminated due to the bridge and location of the oyster beds.

FEASIBILITY/COST ASSESSMENT OF MOORAGE DEVELOPMENT ALTERNATIVES

The exception process then concentrated on evaluation of the remaining seven alternatives. Strong support for the Coastal Acres site was shown in neighborhood/community meetings and public workshops on the project alternatives. Citizen participation involved general assessment of the seven alternatives both in terms of feasibility/cost and environmental impacts. Several salient points and issues were developed. The feasibility of the Coastal Acres site received general consensus.

The Point Adams site presented very high costs because of the breakwater needed for protection of moored craft. The length of time in completing the Point Adams site was estimated to be from 8 to 10 years.

The Barview Wayside site is used as a recreational site by many local residents who voiced strong objections recently when a small boat launching facility was proposed there. Barview Wayside is also adjacent to marshland, unlike the Coastal Acres site. Development of Barview Wayside would also require completion of the Charleston Breakwater Extension.

The Swanson property at Empire would also require breakwater construction to protect moored vessels from surge from passing ships. It was pointed out that all locations except Point Adams, Coastal Acres and Barview Wayside would involve higher energy expenditure because of the distance of the other sites from the ocean. The Swanson site was discussed at length and the presence of herring spawning grounds at the site was noted. Support facilities would also have to be constructed at the site.

The Sitka Dock site was reviewed in terms of feasibility and found to be currently too costly. The Port of Coos Bay would have to purchase the necessary land and construct a breakwater, filling the estuary. Complete construction of support facilities would also be required. Sitka Dock is also very near the prime herring spawning beds in Coos Bay. Further, Sitka Dock is one of the few relatively undeveloped sites in Coos Bay which has both backup space and deep water moorage, both of which is ideal for industrial uses. Given the special features of Sitka Dock, the highest and best use should be determined by estuary planning.

The North Point site possesses a primary disadvantage of being far removed from the entrance to the ocean. Much higher fuel consumption would be involved in developing this site. Acquisition of property, breakwater construction, construction of support facilities would also be required. The site is a long instance from the fish processing plants in Charleston. A strong northwest wind occurs at the site, historically causing problems with log rafting. The increased moorage at North Point could also conflict with shipping channel traffic considerably.

The alternative of increasing dry land storage was examined but it was noted that demand for such storage has not exceeded supply. Also, the largest size craft that can be stored in dry-land facilities is 30 feet.

The expansion of existing facilities alternative received considerable attention. While some expansion is possible, the major obstacle of substantial expansion is interference with the access channel dredged into the South Slough. U.S. Army Corps of Engineers indicated that dredging a new channel further east of the existing facilities poses problems because of geologic foundations. Substantial expansion of the existing facilities would interfere with the turning/maneuvering basin, regardless of channel location. Small-scale expansion, however, is possible. Expansion of existing facilities, however, can not meet current moorage needs. Expansion of existing facilities must occur in conjunction with provision of other moorage space.

The seven alternatives which remained under consideration were reviewed in terms of the major moorage siting criteria. The most extensively evaluated alternative besides "Coastal Acres" was the extension of existing facilities. This assessment is attached. Further, the siting criteria were applied to the other alternatives. The assessments of other sites according to the moorage siting criteria is contained in the excerpts from the meeting notes.

EVALUATION OF SITE 2 - EXTENSION OF EXISTING FACILITIES

PROPOSED MOORAGE MAJOR SITING CRITERIA*

Institutional Arrangements

Zoning: The area is not "zoned". Designated as marine transport. Will probably be in a development management unit. Cannot restrict navigation.

Planning: Not gain enough new moorage to solve problem. Couldn't get construction underway this summer. Maybe a few new slips - 20 - for short-range but not for long-range as new slips would encroach on marine transport, designated channel, and turning basin. Long range would involve land acquisition on other side to re-locate channel. Might get conditional use for temporary encroachment on turning basin.

Permits: Need to avoid running aground - transit pier to Peterson Seafood. Dredge wouldn't come in if had extended slips because it couldn't turn around. This would cut-off maintenance. Need Corps approval. Would involve leasing if submersible. Need DSL clearance for pilings. DSL, Corps, Coast Guard, ODFW clearances take at least 90 days. Need Congressional approval for long-term.

Ownership: Not a problem. Lease submerged lands. Change lease agreement from DSL. If slips in turning basin, there is already a dedicated use.

Mitigation: Not applicable for short-term but might be for long-term if channel had to be re-located. Also could result in loss of the Pacific (dredge). Could come off of fixed pier with floating side-ties not requiring dredging.

Feasibility

Administrative: Management is greatest advantage. Capability already there. On short-term could only extend floating dock and dry dock - 20 moorages - there are longest docks and are for larger boats.

Engineering: New breakwater is to be contracted in May or June. Minor engineering short-term. If go beyond breakwater, long-term and need more engineering.

Economic: Captains never go outside of an authorized channel because they lose license if caught. Good spin-off in terms of multiplier in basin sector.

Fiscal: Port would find money. Salvage so materials after short-term could be recycled. Not do 1st class pier for short-term but re-use pilings.

Geologic

Substratum: Not applicable for short-term. Long-term could have problems if channel had to be re-located.

Dredging: Pacific needs channel and turning area for maintenance and deepening of existing channel. If Pacific cannot work, then no problem with spoiling but problem if Pacific cannot dredge.

Spoiling: No problem short-term. Long-term has a whole different set of problems. Corps has favorable cost-benefit to take channel to 15 feet.

Environmental

Water Quality: Last summer tuna fleet had to moor in Hungry Harbor due to weather - coliform flushed into main channel. There is a problem anyway from run-off and sewerage. DEQ has never advised Port that the pollution is from the boats. 20 more boats not make a real impact. Pumping available. Crew needs to have way to get to beach. C dock and inner basin has pump-out. Recommend monitoring format for spills and water quality. Not against moorage but against further degradation. Issue more complex than face value; i.e. carrying capacity.

Solid Waste: If confined to a set situation, easier to monitor solid waste, spills, and water quality problems. But if not concentrated, then greater dillution. Who will be responsible for monitoring, testing, and police. Could recommend a management strategy. Port would allow only boats with new standards and have stickers.

Economic: Captains never go outside of an authorized channel because they lose license if caught. Good spin-off in terms of multiplier in basin sector.

Fiscal: Port would find money. Salvage so materials after short-term could be re-cycled. Not do 1st class pier for short-term but re-use pilings.

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Tides: Problem if channel not maintained - channel can't be maintained if dredge cannot get to it. If extend docks, Pacific not come in if silted in, boats have to come in on high tides. Breakwater will help.

Currents: Not problem for short-term, but could be for long-term.

Shoaling: Breakwater extension will significantly reduce shoaling.

Waves and Surge: Limits extension but depends on breakwater extension.

Drainage: Not applicable. Pattern of drainage not change, but impact could if had more use.

Alternate Uses: Dredge access, turning basin, navigation channel.

Maintenance Dredging: Could preclude ability to do maintenance dredging - separate Pacific from pipeline dredging.

Sociological

Traffic - Land and Marine: 1977 summer traffic county was 4,400; 1978 showed 10% increase. Isolate traffic from moorage and from community. Problem going to increase regardless of moorage. Tourist problem. Synergistic traffic problem. Bridge problem.

Ecosystems: In this particular alternative, no negative if can maintain the water quality as is. Watch for effect on oyster bed circulation. There has been improvement. Need to address changes from recent improvements. Most boats dump out past 3 mile limit.

Habitat: No negative impact

Energy Efficiency: Positive efficiency. Breakwater will increase this.

Weather: Storm surge problem which breakwater will correct-eliminate 97% of surge. Keep channel flushed.

Flushing: Inner basin has dead corners. Short-term extension has no significant flushing problem. EPA requirements would be met: basin must flush with 2 tidal cycles. Since not enclosed, no problem with flushing. Port has mechanical ability to flush. Labor constraints if have to do too much mechanical flushing. Crescent City controls should be checked but must remember costs.

Systematic - Estuarine

Channel Capacity: Re: channel & flushing - cannot put Port into double bind. How many use flushing stations - can create natural abuse if not adequate facilities. User fees to finance to finance support facilities. Get fishing community involved in solving problem.

Location of Navigation Channels: Current channel 10' - not maintained until at 7'. Proposed to go to 15' - constricted width. Moorage should have access but could impede access.

Protective Features: Breakwater extension soon to be constructed.

Use Patterns: Re: traffic: residents don't mind visitors being slowed down. Marina traffic could handle additional boats but could have negative impact on Pacific's ability to navigate. Exclude sport unless charter for any new moorage.

Recreation: Outer Basin must be open to sport by federal requirements. Could waiver be asked for?

Trends

Resource: Resource available. Salmon down but other up. Cycles in species.

Economic: Need diversification. Capital available for financing. Market is rapidly expanding. New distribution methods and frozen food capability.

Moorage Demand: Documented. Adequate. Emergency status. Site versus system.

Support of Related Facilities and Services

Availability - Current and Future:

Yes.

Accessibility:

Yes.

Public Facilities, Services and Utilities: Yes

Ancillary Services: Yes

Vessels

Use Patterns: 60'-70' could be accommodated

Characteristics: Most boats are self-sufficient

Draft Turning: Would need to re-adjust leasing patterns. Use area south of transit pier. Turning patterns could be inhibited. Couldn't extend short docks.

Projections for Demand: Not applicable.

Permanent moorage vs. transitory: Although short-term, grand to permanent type moorage. Would be restricted to such. Transitory not possible due to space problems and channel encroachment.

Maintenance

Dredging: May be in-use for only one year. Can do for 1-1½ years. Duration will affect maintenance dredging and channel deepening. Pacific needs turning room. Slips not need dredging, per se.

Sewage/Tidal Waves: Breakwater to handle this.

Utilities: Pumping stations available - part of general lease. Would have maintenance problem.

Support Facilities: Some problem for emergency slips.

Environmental Quality: See earlier discussion.

Given the need to further assess feasibility of alternative sites to meet the moorage needs, the need-feasibility was addressed in terms of immediate, short-range, intermediate and long-range. A site had immediate feasibility if new commercial moorage could be constructed momentarily; short-range if it could be on-line within 4 years; intermediate if it could be on-line in more than 5 years; long-range if the timing exceeds 5 years but cannot be generally pin-pointed with current information. Recognizing that several of the sites would be used for moorage given adequate time and financial resources, the Feasibility-Cost Matrix was applied to the seven sites. The summary is attached.

FEASIBILITY/COST MATRIX AS APPLIED TO SEVEN ALTERNATIVE SITES

	COASTAL ACRES	EXISTING FACILITIES	NORTH POINT	SITKA DOCK	BARVIEW WAYSIDE	Nor Breakwater	SWANSON P
FEASIBILITY STUDY NEEDED?	DONE - TIME - SHORT COST - LOW (\$100,000)	yes IMMEDIATE	yes TIME - LONG	yes TIME - SHORT COST - HIGH	yes LONG	yes SHORT	yes LONG
ACQUISITION OF PROPERTY NEEDED?	yes COMPLETED	NO	yes-needs PURCHASE/LEASE	yes - MEDIUM HIGH COST GOOD FOR LONG TERM BARRIERS COULD BE REMOVED yes	NO STATE OWNED	NO TIME - SHORT COST - 3% REVENUE	yes TIME MED COST MED
IS A BREAKWATER NEEDED?	NO	NO	NO	yes	NO	yes LONG TIME HIGH COST	yes SAME AS SITKA
DESIGN NEEDED FOR BASIN?	DONE	yes	yes	yes	yes	yes	yes
BREAKWATER?	N/A	N/A	N/A	yes	NO	yes HIGH COST LONG TIME	yes
EIS REQUIRED?	UNCERTAIN	NO	yes?	yes?	yes?	yes?	yes?
ARE SUPPORT FACILITIES NEEDED?	10% ADDITION	10% ADDITION	yes 100% TIME - LONG COST - HIGH	yes 100% TIME - MEDIUM COST - MEDIUM GOOD ACCESS	yes 100% TIME - LONG COST - HIGH	yes 50% TIME - SHORT COST - HIGH PARKING PROBLEMS	yes 100% TIME LONG COST MED
DREDGING/SPOILING NEEDED?	yes HAVE SITE 250-300,000 Cubic Yards 300/yd	NO	yes 500,000-1,000,000 CY AT \$5.00 PER YD	yes SANDSTONE 100-150,000 CUBIC YARDS AT \$13.00 PER YARD	yes 250-300,000 CY AT \$7.50/YD	yes 50,000 CY/YD AT \$7.50/YD	yes 250-300,000 AT \$15/YARD
FILLING REQUIRED?	NO	NO	yes	yes BREAKWATER	NO	yes BREAKWATER	yes BREAKWATER
MITIGATION REQUIRED?	MAY INVOLVE HIGH COST AS ENVIRONMENT IS COMPLEX	NO	yes LESS COMPLEX ENVIRONMENT	yes COULD BE VERY COMPLEX - DEPENDS ON THE DESIGN	yes COMPLEX	yes	yes COMPLE
ADMINISTRATION PERMIT REQUIRED?	yes	yes	yes	yes	yes	yes	yes
NEED ADDITIONAL MANAGEMENT?	NO	NO	yes	yes	yes	yes	yes
PUBLIC RIGHTS REQUIRED?	yes	NO	yes	yes	yes	yes	yes
STREAM BANK PROTECTION REQUIRED?	NO	NO	yes?	yes?	yes?	NO	yes?
DRAINAGE PROBLEMS?	NO	NO	yes	yes	yes	NO	yes
DRY LAND STORAGE AVAILABLE OR FEASIBLE	yes	yes	yes	yes	?	yes	yes

ENVIRONMENTAL ASSESSMENT OF MOORAGE DEVELOPMENT ALTERNATIVES

Precise evaluation of the environmental impacts of developing sufficient moorage at the seven alternative sites was not possible as specific engineering site plans would be required for each site to enable detailed assessment. This notwithstanding, it can be noted that all alternatives except Coastal Acres/Existing Facilities and Barview-Wayside would require filling of estuarine waters. Filling alters estuarine flushing patterns, permanently removes the estuarine bottom and water area from biological activity and decreases the amount of estuarine surface. Filling may also produce unexpected effects in terms of current flows, wave action and accretion or deposition. Filling of estuarine waters is generally regarded as the most damaging of man's activities in the estuarine ecosystem.

Significant environmental features of the seven alternative sites are summarized in the Environmental Assessment Table. Results of the assessment show that the Coastal Acres area is distinguished from the alternative sites because of its use as a recreation clam digging area. The recommended design of the Task Force, however, mitigates the consequences of developing the inter-tidal area as only the outermost portion of the mudflat will be dredged. The combination of the expansion of existing facilities, proximity of the existing facilities to the Coastal Acres dredging area and the configuration of the land form, work to mitigate adverse environmental consequences. These factors allow for a project design that features minimal contact with the more sensitive shoreline by using the existing facilities. This type of design may not be possible at the other locations. Development of the alternative sites would most likely involve intensive development activities abutting the estuarine shoreline. In this fashion, the intensity or extent of the environmental disruption at Coastal Acres may be considered to be less severe than at the alternative sites. A small portion of the environmental features of the Coastal Acres area will be affected, whereas greater proportions of the environmental features of the alternative sites would likely be negatively impacted.

Except for the presence of recreational clam beds at the Coastal Acres site, no alternative clearly emerges as the most suitable development site in terms of minimal adverse environmental consequences. The fact remains that Coos Bay is generally a productive estuary that has been designated a development estuary. The need for moorage presents inevitable conflicts at the alternative sites, and throughout the entire estuary.

While certain environmental consequences cannot be totally avoided at all alternative sites, the Coastal Acres site presents the best opportunity for inhibiting and managing water quality problems. Waste disposal stations, Coast Guard enforcement and the Charleston Sanitary System provide the means for reduction and prevention of water pollution caused by vessel activities. This combination of facilities is unavailable at the alternative locations. Additionally, concentrating the development of commercial fisheries and related processing facilities in the Charleston area allows for more efficient water quality management. Scattered or dispersed commercial fisheries development at alternatives outside the South Slough does not promote efficient water quality management or a desirable land use pattern.

ENVIRONMENTAL ASSESSMENT OF ALTERNATIVE LOCATIONS

Environmental Feature	A L T E R N A T I V E L O C A T I O N S							Swanson Property	
	Coastal Acres	Existing Facilities	North Point	Sitka Dock	Barview Wayside	Point Adams			
Clam Digging	yes								* INCLUDES: Gaper, Cockle, Butter, Softshell, Macome/tellina
Clam Beds	yes	?	yes	yes	yes	yes	yes	yes	
# Species *	5	?	1-2	3-4	2	1	1-3	1-3	
Crustacean Habitats	yes	yes	yes	yes	yes	yes	yes	yes	**INCLUDES: Dungeness crab, Amphipod, Ghost Shrimp, Mud Shrimp, (Dungeness crab assumed to exist throughout estuary)
# Species **	4	1	2	4	1	1	3	3	
Major Eelgrass Beds				in proximity			in proximity		
Important Waterfowl & Shorebird Habitat			yes	yes		yes	yes	yes	
Important English Sole, Sand Sole & Speckled Sandab habitat.	yes		yes	yes	yes	yes	yes	yes	
Use of area by Marine Mammals.									
Important Juvenile Salmonid Rearing Area	yes		yes	yes	yes	yes	yes	yes	
Important Striped Bass Rearing Area			yes	in proximity			in proximity		
Herring Spawning Area			yes	yes					
Major Shoreward Marshes			yes	yes	yes				

Source: Clam Digging Map - Gaumer, ODFW, 1971; All others - Coos County Planning Department Maps, 1979; See Also - Baldwin & Associates Feasibility of Port Development on Coos Bay (Supplement, 1977)

Alternative Sites

Evaluation of alternative sites proceeded despite the practical difficulty presented by the absence of specific engineering/design plans for each of the alternatives examined. Evaluation of alternative locations consists of two elements: feasibility/cost of alternative moorage locations; environmental impact of moorage development at alternative locations. Following are reasons and findings based upon evaluation of the seven alternatives not precluded from development by application of the major moorage siting criteria.

COMPELLING REASONS AND FINDINGS OF FACT

Feasibility/Cost

All alternative sites except Coastal Acres require engineering feasibility studies to be conducted.

Acquisition of property for moorage development has been negotiated by the Port of Coos Bay. Two other sites would not require the port to acquire the property.

The Coastal Acres site is one of four sites not requiring breakwater construction.

Basin design has been completed only for the Coastal Acres site.

Except for the Coastal Acres area, all alternative sites would require substantial provision/addition of commercial moorage support facilities.

Composition of Coastal Acres substrate render it the most economical location in terms of cost of dredging per cubic yard.

The Coastal Acres and Barview Wayside sites are the only locations allowing basin development without the necessity of filling estuarine waters.

The Coastal Acres site is the sole location not requiring provision of additional Port management.

The Coastal Acres site and the North of Breakwater site are the only sites not requiring stream bank protection as a condition of development.

Environmental Impacts

Clam beds are found throughout the Coos Bay estuary, and at all alternative locations.

In a 1971 study, the Coastal Acres area ranked fifth in importance of recreational resource use of clam beds in the Coos Bay Estuary. Since that time the Port of Coos Bay has engaged in road construction on the North Spit of Coos Bay opening up substantial areas for clam digging accessible by auto. It is probable that the relatively small Coastal Acres site has diminished in importance for the recreational clam digger.

Coastal Acres does not contain important eel grass beds, although one bed will be dredged.

Coastal Acres is not an important water fowl and shorebird habitat as are three other alternate locations.

All alternate locations including Coastal Acres provide habitat for crabs, English sole, sand sole, speckled sandab and juvenile salmonid feeding and rearing.

Coastal Acres is among the sites that are not striped bass feeding and rearing areas.

Coastal Acres is included in the sites that are not used by marine mammals.

There are no major marshes or other sensitive shoreland ecosystems at the Coastal Acres site, unlike two alternative sites.

SUMMARY OF FINDINGS:

EVALUATION OF ALTERNATIVES

In terms of feasibility and cost, the plan to expand existing facilities and dredge the outermost portion of the Coastal Acres inter-tidal area (Hosie/Laird plan) is clearly the preferable alternative. Evaluation of environmental impacts to alternative locations indicates that no one alternative emerges as the least environmentally disruptive location. The distinguishing feature of the Coastal Acres alternative is its accessibility for recreational clam digging. The opening of much larger clam beds for digging and the fact that the recommended design plan will leave most of the inter-tidal area untouched mitigate the adverse impacts of the project.

Following is a compilation of Task Force and Public Workshop evaluation of these alternatives:

EXCERPTS FROM THE VARIOUS MEETINGS AND QUESTIONNAIRE RESULTS
CONCERNING THE GENERAL DISCUSSION AND SITE SELECTION OF THE VARIOUS ALTERNATIVES

March 9, 1979-----In discussing the scope of consideration of alternatives, Bill Mullarkey suggested limiting the consideration to between the bar and the railroad bridge. Dick Vigue suggested using the 101 bridge to the bar.

Rationale for this limitation was set forth by Task Force members as follows:

1. Problems with vessel traffic through bridges
2. Channel availability/access
3. Availability/access of Ocean
4. Weather conditions
5. Difficulty for smaller boats to traverse substantial length of Bay
6. Economics of operating boats
7. Time consumption
8. Energy use
9. Proximity to processing plants
10. Proximity to support facilities and services

Possible alternatives identified were:

1. Dry land storage
2. Creating new inland site
3. Haynes Inlet
4. North Slough
5. Sitka Dock
6. North Spit
7. Pony Slough
8. Barview Wayside
9. Northside of Breakwater north of Point Adams
10. South Slough up beyond bridge or above Sanctuary

It was agreed that this list should be refined.

March 11, 1979-----Question was raised as to whether it was true there were plans to eliminate the Port's launch ramp.

Charleston-Barview Planning Group

Question was raised as to if the boat storage building was just built.

The County Commission developed new launch ramps in other places.

It was mentioned there is a problem in deepening the channel opening.

Alternative sites suggested were North Spit and Sitka Dock.

George Tracy commented the area was previously considered by the Port, it is not a new idea. This has been planned since 1962. Condemnation of CA in 1965. He noted the area already has the channel dredged to the bridge.

March 15, 1979-----At its first meeting, the Technical Task Force defined a perimeter within which it is logical to look for alternative sites for moorage development; that area includes the lower bay from McCulloch Bridge to the bar and south to the beginning of the South Slough Sanctuary.

Several people asked questions directed at finding out if moorage assignments could be altered to alleviate some of the pressure. The following items were determined during that discussion:

Some of the commercial craft moored in the basin are under-utilized, but the economics are such that it's hard to afford keeping a boat without fishing full-time.

Jeff estimated that 60% of the sport moorages are held by Coos County residents.

Joe Pugh, who owns an 85-foot boat and has only a temporary moorage, said he believed that moorage assignments were properly made.

Moorage rentals are open ended; they don't terminate after a fixed time.

Bob More, who is also on the Technical Task Force, suggested that sport boats be located in a different marina and that Charleston be kept for commercial vessels only. Jeff replied that because of differences in the funding source the inner basin could be regulated that way but the

outer basin cannot. Others pointed out that the inner basin is too small to hold large boats; 40 foot is probably the maximum size that could be accommodated in the inner basin. Bob suggested that some 40-foot vessels could be moved to the inner basin to make room for more large vessels in the outer.

Potential alternative sites were discussed. The rationale for the Task Force decision to limit the search for potential sites to the lower Bay area was outlined. Joe Pugh estimated fuel consumption for upper Bay sites at an additional 60 gallons per trip. He also stated that most of the working boats tied up at Coos Bay dock during the fishing season are albacore boats that are out for 30 days at a time and like to tie up in the middle of town.

Sandy Diedrich spoke to the need to keep focus on short-term needs during the Charleston Boat Basin expansion exceptions process. The County addresses long-term needs. Because specific alternative sites may be eliminated from consideration now doesn't mean that they aren't appropriate for meeting long-range needs.

March 22, 1979-----Jim Lauman felt objectives should be elaborated so as not to obscure intent or requirements; felt alternatives should include site and means; felt evaluation should include environmental, social, and economic consequences; felt six objectives should be delineated.

Alternatives should be evaluated based on physical characteristics for good moorage as Port can use condemnation. (Commentor unknown).

It was suggested that what constitutes a good marina should be identified. Suggested developing a model marina to compare sites against.

Lauman noted that it can't be expected to accommodate all future moorage at one site.

FDA Standards need to be considered re: impacts on commercial clam and oyster harvest.

It was agreed that it is important to set priorities for moorage types and moorage sites.

A comment was made that perhaps a more regional approach was required, e.g., moorage potential of Winchester Bay.

Design questions and use of space were raised. It was noted that the moorage arrangements were as good as possible at the Basin and that the Outer Basin could not refuse moorage to sport craft due to federal funding.

Dry docking of sport craft was noted as a good alternative to reduce problems.

It was noted that the North Spit project is for deep water loading not shallow draft moorage.

It was noted that a critical consideration for moorage is backup facilities and services.

The 1963 CH2M Hill Study for the Port of Coos Bay for moorage site alternatives was discussed.

It was emphasized that the exception is focused on one site because of the nature of the process but that alternatives were being given full examination.

It was suggested that alternatives should be evaluated regarding greater or lesser mitigation requirements.

It was suggested that a part of evaluation of alternatives should consider adjacent and surrounding uses in terms of existing uses.

There was concern expressed that the Port would be "painting itself" into a corner by expanding into the triangle.

In terms of alternatives, it was suggested to look along shore, the sand spit, Pony Slough.

A comment was made regarding a need for a scaled down version but meaning was obscured in meeting notes.

March 23, 1979-----The Task Force reviewed and reaffirmed limiting the Boat Basin Exception considering of the alternatives from the 101 bridge to the bar.

Note: Specific alternatives discussed elsewhere.

The Task Force also reviewed the siting criteria. It was suggested that some factors relate to compatibility and consequences and should be noted as such.

April 13, 1979-----Item 8. Other: Concern was brought up about sport boats and yachts taking up space that could be used for commercial boats. Also talk was directed toward providing alternative site for boat launching. Possibly Joe Ney Slough area.

At various points during the meeting the following points were made:

The moorage capability of Hungry Harbor was assessed to be only for hang-ties.

The problem with untended boats in terms of vandalism, theft, etc. was discussed.

Longer boats require a lot of turning space.

500' - 1000' apart (unknown relationship).

Rough weather situations preclude many sites from permanent moorage without building breakwaters or similar protective structures.

In discussing any possibility for short-term use of Sitka Dock, it was noted that the pilot boats say the present dock is in pretty bad shape, the swell situation is bad, and the existing pilings are not stable.

Corps of Engineers manage channel line-depth.

Design options in terms of environment versus cost is part of alternatives.

Oregon Institute of Marine Biology never has offered to purchase Coastal Acres although it has been in private ownership and heavily used by the Institute.

While most of the proposed Coastal Acres site is submersible, a portion is submerged which would be leased from the State. At extremely low tide, all of the area proposed for basin expansion is submersible.

The Port's time-table for dealing with the mitigation issue on Coastal Acres is 4-5 months.

March 15, 1979-----Do you prefer another, immediate small boat basin location besides the "Triangle"? If so, where?

Questionnaire Results
from Public Workshop
#1

Yes - 9

Menasha area (not North Spit) Downtown Coos Bay area - with water front development - again strict ecological limits.

Why? Shift focus from only lumber and fishing to tourism as well.

Empire area - or old mill site, also room on the side - a dock where senior citizens or anyone can fish and enjoy the day.

Why? Create more work - activity and interest - also increase tax monies through increased business and values.

My particular concern is the long-term health of the estuary which must not fall prey to the same fate as other tidal resources on the west coast.

Across from present basin and Barview Wayside. Why? Because it is located in the basin area. It is more accessible than the present basin. It will relieve congestion at the present basin.

I'm sure that all this takes is a little thinking. Empire, North Bend possibly around the railroad bridge.

Anyplace, that doesn't disturb the bays. Why? I don't believe in filling or dredging for commercial industry.

Coos Bay or Pony Slough.

Why? If you want to fish upper Bay, it's too far to travel.

North Bend.

Why? To keep traffic off Empire Highway.

Empire or Pony Slough.

Why? Better location.

Not sure, perhaps farther towards Empire on the Empire side.

Why? Boat basin is too much of an environmental concern.

Empire, or mouth of Pony Slough, or between the railroad bridge and the highway bridge. (North Point) Why? To enlarge the present basin would: (1) destroy accessible clam area; (2) take a field lab away from University of Oregon; (3) cause additional pollution in Sanctuary; (4) interfere with all sorts of marine life.

No - 28

The current need can potentially cost the area hundreds of thousands of dollars lost in jobs, seafood products, tourist dollars, moorage, vessel repair and potential business opportunities.

A study should be made to determine where the best site would be to meet the moorage needs for the next 10 years rather than just next summer.

Not for sport boats! (Yes, I do own an 18' sport boat and trailer!) Land and water usage are too important for such frivolous and wasteful usage.

Limited estuary and usable sites should be reserved for commercial docking facilities.

Common sense.

This place is the most immediate place available.

March 15, 1979-----Do you prefer another, immediate small boat basin location besides the "Triangle"? If so, where?
Questionnaire Results
from Steelheaders from
Public Workshop #1

Yes - 3

Near McCulloch Bridge at the Pierce fill.
Why? Protected - can be designated for sport - lets Charleston be primarily commercial - does not disturb clam beds - requires no dredging or very little for depth. Docks at Charleston will require dredging for large boats.

Eastside or somewhere up channel from North Bend Bridge.

Why? Would be handier for many bay users.

No - 2

EXCERPTS FROM THE VARIOUS MEETING NOTES DISCUSSING THE
CHARLESTON BOAT BASIN EXPANSION ALTERNATIVES

Coastal Acres

March 11, 1979-----There is trouble getting in and out of the Channel into
Charleston-Barview the boat basin.
Planning Group

A vote was taken to favor exception of Small Boat
Basin with 32/36 aye votes, 6 nay votes and some
abstentions.

March 15, 1979-----Coastal Acres (proposed project site)

PRO: Development costs are considerably less.

CON: Will the 180 moorages provided alleviate the
problems? The proposed expansion will take care
only of immediate need.

PRO: It would take a lot of time to find and develop
another site. We need moorages now.

Source of funds for the proposed expansion:
EDA and revenue bonds.

PRO: The March 11 Charleston-Barview Planning Group
meeting was discussed. That group of local resi-
dents voted overwhelmingly to support the expansion
project.

CON: Virginia: Social cost should be taken into account.
She suggested the strip homes fronting the project
area would become unliveable.

PRO: There were many responses to Virginia's comments.
General feeling of the group was that social costs
were small compared to need.

Mike Hosie: Backup facilities are already in place.
Oil spills could be easily contained. Risk of
spills would be confined to one area.

PRO: Management costs would be less.

CON: Additional land traffic would be generated.
Traffic is already a problem.

CON: Area is used by clamdiggers.

CON: OIMB uses site as an outdoor lab.

PRO: One recreational resource is being removed
but another is being created.

PRO: No breakwater construction is involved in the
project.

March 23, 1979-----Coastal Acres issue identification:

Boat Basin Exception
Technical Task Force
removal of aquatic resources
potential viable alternatives
limited capacity: boat size and # of moorage
limited channel depth
sand movement

April 2, 1979-----Coastal Acres. Sandy: Design alternatives need to
be considered as well as alternative locations. For
instance, the standard method of breakwater construc-
tion, dredging behind the breakwater and depositing
the spoils as fill to create backup area was one
design possibility considered for Coastal Acres. The
current proposed design is more environmentally sound;
no additional fill is proposed and the floating docks
promote good fishing. The chosen design is about
twice as expensive as the standard method.

April 25, 1979-----Charleston Acres: It was pointed out that the Port
Small Boat Basin
Exceptions Process
Public Workshop #3
is not trying to use the entire triangle. They
will not be dredging or filling the entire back por-
tion. There was no further discussion on the
criteria for the Charleston Acres:

March 15, 1979-----Should the Charleston Small Boat Basin be expanded?
 Questionnaire Results Yes - 29 No - 7
 from Public Workshop Uncertain - 4 Conditions - 9
 #1 No damage to South Slough, estuary tidal regions or increased pollution of waters - strict discharge enforcement.
 Fish and Game could create a program to increase clam beds in other parts of the Bay.
 Unless a better site can be agreed on, there is a definite need now.
 Unless a better site can be chosen.
 We need more moorage for bigger boats.
 Commercial docking only! No parking lots for sports boats are important enough to spend \$, or time and effort on.
 Mitigation for the clam diggers (i.e. better access to another clam bed on the bay, for example Crab Flats area where clams are more abundant.
 There is a real need for expansion and the area designated is the best use with the least environmental damage.

March 15, 1979-----Should the Charleston Small Boat Basin be expanded?
 Questionnaire Results Yes - 2 No - 2
 from Steelheaders from Uncertain - 0 Conditions - 2
 Public Workshop #1 Try to protect clam beds.
 Another boat basin up the bay somewhere.

March 23, 1979-----Extension of Existing Facilities
 Boat Basin Exception Extension of existing docks (possible issues):
 Technical Task Force require congressional authorization
 require relocation of channel

March 29, 1979-----Extending Existing Facilities: This was dropped because of the high cost of breakerwater
 Small Boat Basin cause of the congressional approved need to extend
 Exceptions Process into the channel.
 Public Workshop #2

April 2, 1979-----Extend existing docks. Jeff: Extending docks would
 Boat Basin Exception interfere with channel and would cut off some existing
 Technical Task Force moorage for larger vessels (they require turning room).

Chuck has Army Corps of Engineers been approached about mooring channel to the east? Jeff: Yes, but won't because of rock. Consensus: keeping for further review; recognition that there are limitations.

April 13, 1979-----Most discussion at the meeting centered around
 Boat Basin Exception applying the moorage evaluation criteria to the site
 Technical Task Force 2 or extension of existing facilities. Attached is the work sheet with notes from that discussion.

April 25, 1979-----Extending existing facilities: When discussing the
 Small Boat Basin criteria for extending the existing facilities, L.
 Exception Process Eickworth asked if expanding the facilities at
 Public Workshop #3 Hanson's Landing had been considered. It was pointed out that this had been dropped because of the increased traffic through the bridge that might cause some problems. It was also pointed out that the area above the bridge was not being dredged out.

Area North of the Existing Breakwater at Point Adams
 March 23, 1979-----Note: All sites in Charleston have access problem.
 Boat Basin Exception North of Point Adams - Breakwater (Possible Issues):
 Technical Task Force serge - sand - protective structure - razor clams

March 29, 1979-----North of existing breakerwater (Point Adams): This
 Small Boat Basin site was dropped because of the high cost of breakerwater
 Exception Process protection from the ocean swells and surge. This site,
 Public Workshop #2 however, was identified as a possible location for vessels over 90'. Several people noted that this should be kept in mind when looking at the long-term needs and this should be addressed in the estuary plan.

It was also noted that this area has a unique Bay Razor Clam bed. It was brought out by Jeff Kaspar that the Corps of Engineers at one time considered the development of a breakerwater that would have

created additional moorage north of Point Adams but it was too costly at that time. Part of the reason was the breakwater was to be used as a deterrent to the swell and surge problems in the existing basin.

April 2, 1979-----North of Point Adams breakwater: Chuck: Site has great potential. Port agrees but there is strong local resistance because of the razor clam bed. Chuck: cost of mitigation less at this site than for the proposed expansion. Jeff: There's still the high cost of constructing a breakwater. Consensus: keep for further study.

April 25, 1979-----North of Breakwater: Members of the audience pointed out that this area would need a third breakwater in order to protect the boats. Jeff Kaspar of the Port pointed out that breakwaters may take 8 to 10 years to get all the permits in order to build it. The cost of a breakwater is also very high.

Barview Wayside

March 29, 1979-----Barview Wayside. It was decided that this site should be looked at more closely. This property is owned by the State but they would release it if the public wanted it. Mr. Byler brought up that this area used to be mud flats but had filled in. Several citizens pointed out that there had been strong citizen objections to this area being used for a boat launching site just over a year ago. Bob More suggested the citizen attitude might have changed.

April 2, 1979-----Barview Wayside: A strip of it is privately owned; owner is willing to make it available. Bob: The Charleston breakwater extension makes this site more viable. Consensus: keep for further study.

April 25, 1979-----Barview Wayside: It was brought up that this area is in the State ownership and the port had tried to develop it in the past and the local residents had stopped it.

Barview Wayside was mentioned as being a better site for small boats. The increased sport/recreational boat moorage would not help the immediate problems.

Swanson Property (Empire)

March 15, 1979-----Swanson Property:
Small Boat Basin breakwater essential
Exception Process cost of breakwater(s) would cause budget problems
Public Workshop #1 protection would have to be provided from surge from passing ships

March 23, 1979-----Swanson Site (Possible issues):
Boat Basin Exception breakwater - backup facilities
Technical Task Force substrate - aquatic resources

March 29, 1979-----Swanson Property Empire Waterfront. This site was discussed at great length. Listed below are the Pro and Con of the site:

Pro	Con
for sale or lease	Lack of support facilities
40 acres	would require dredging
18-20 foot depth	would require breakwater on 2-3 sides
200' from channel	high continued maintenance
access is available through dedicated streets in Empire	clam beds
6 or 7 acres already filled	herring spawning grounds not close to processors
large fill areas for soils disposal for basin development	won't meet immediate needs rock substrate

Discussion continued about engineering studies and the cost of development. It was decided to keep this as a viable alternative. Also discussed was the need for

moorage for larger boats in the over 90' class and this site might be appropriate. Forrest Taylor stated that with Hillstrom building boats over 100 feet there needs to be a place for mooring them. He suggests keep the small boat basin and plan for a large boat basin.

Other comments were:

Roy Gunnari said if the Swanson property was developed to moor the 30' to 90' boats, where would you moor the larger boats.

Dick Vigue suggested that perhaps phase II should be considered.

Bob Hudson - We must think of what is workable and we must also consider the cost. You can develop a fine plan but if workability and costs aren't realistic, the plan may not work.

April 2, 1979-----Swanson property: consensus: merits further study.

Boat Basin Exception
Technical Task Force

April 25, 1979-----Swanson property: The points that were raised were similar to those noted with Sitka Dock and the area north of the breakwater.

Small Boat Basin
Exception Project
Public Workshop #3

Sitka Dock

March 15, 1979-----Sitka Dock:

Small Boat Basin
Exception Project
Public Workshop #1

needs dredging

Gene Woods: without a project design it can't be said whether dredging would be needed or not. Developing site into a boat basin would be a big project and is a long way off.

Bob More: Site has lots of backup space. Dryland storage could be developed here.

Gene: weather is a considerable factor. Breakwater would be needed.

price was discussed. Larry Lillebo pointed out that the Port would be being asked to put up a considerable amount of money. We're talking about a site that is owned versus a site that the Port would have to buy and develop.

driving pilings into rock is impossible. Developing this site could be difficult because of substrate.

March 23, 1979-----Sitka Dock (issue identification)
Boat Basin Exception
Technical Task Force

need for protective structure
serge
ownership
substrate

March 29, 1979-----Sitka Dock: This site was kept as an alternative.
Small Boat Basin
Exception Process
Public Workshop #2

Reasons were same as the Swanson property. Problems with swell and surge were pointed out.

April 2, 1979-----Sitka Dock: Consensus: keep for further study
Boat Basin Exception
Technical Task Force

Chuck: What about considering a combination of actions rather than a single alternative? Are there short-range things that can be done to cumulatively meet immediate needs? Carl: We should address ourselves to the needs of large boats (repair of gear, storage needs, etc.).

April 25, 1979-----Sitka Dock: It was discussed that south of Sitka Dock there are good clam beds that might be affected if moorage was to be developed at that site. Also, if a breakwater is needed, it may affect a much wider area than just the basin. This would be because of different flushing patterns and it could affect the currents and cause channel shifting.

Bill Southerland pointed out that the Sitka Dock is available for a long term lease. It was pointed out by several persons that a breakwater is needed, there could be high dredging costs and there is no support facilities. Jeff Kaspar pointed out that the high capital cost would require a government grant and the

government does not like to provide grants for projects on leased lands so funding is not readily available.

It was pointed out that from Fossil Point to Empire are the prime herring spawning beds in the bay.

North Point (Al Pierce property-North Bend)

March 15, 1979-----Al Pierce (North Bend) site - about 120 acres.
Small Boat Basin
Exception Process
Public Workshop #1
Port Advisory Committee had considered site as location for processors.

Privately owned; owners want to develop it themselves, not sell.

Northwest wind whips across site in the summer.

Joe considered site appropriate for fairly large trawlers only.

There is a marker dolphin offshore; depth between dolphin and shore is 4-5 feet or less. Much dredging would be needed. No structures could be put outside of dolphin.

Bert Johns asked why North Point is being considered when the problem now is finding moorage spaces for 50-60 foot boats.

March 23, 1979-----North Point (possible issues)

Small Boat Basin
Exception Process
Technical Task Force
access
channel proximity
aquatic resources
breakwater
wind
distance from ocean
siltation
critical to shipping lanes
bridge bottleneck

March 29, 1979-----North Point: This area it was pointed out has heavy exposure to Northwest winds, might be in conflict with the shipping channel and is a good site for industrial development but not moorage.

April 25, 1979-----North Point: Mike Hosie explained that this site is a long way up the bay. He pointed out that last year there were 37 shrimp boats and this year there are 50. Sometimes they are moored six deep at the dock. In addition to this, Peterson Seafood is planning an expansion so pressures for moorage are increasing. He also raised the problem of the current fuel shortages and the impact it has had on the shrimp fleet. By having to moor so far up the bay, the shortage would only be more acute.

In further discussion of the alternative sites, it was pointed out that North Point has a very bad wind problem. Historically a firm had tried to raft logs out of that area and the access channel kept filling up. There would also be some problems with meeting EPA flushing regulations. There was also discussion of traffic problems that would be generated and the impact on the upland residential lands.

Dry Land Storage

March 15, 1979-----Demand for dry land storage for boats has not exceeded supply. About 50% of the spaces in the dry storage facility area are used for boats (all recreational crafts); the remainder is used for gear storage and storage of household goods.

The largest size craft that can be stored in the facility is 30 foot.

Dry storage is probably cheaper for the sport user than renting moorage space.

March 23, 1979-----Dry Land issue identification:

Small Boat Basin
Exception Process
Technical Task Force
vessel size restrictions
special capabilities

March 29, 1979-----Dry Land Storage: This alternative was kept although it would be appropriate for smaller boats only.
Small Boat Basin Exception Process
Public Workshop #2

Bob More pointed out that any viable alternative should consider dry land storage as a part of the design.

April 2, 1979-----Dry Land Storage. Consensus: keep.

Boat Basin Exception
Technical Task Force

Develop a New Site Inland

March 23, 1979-----Inland Sites: This was dropped because of the high cost of developing a new inland basin and it was hard to find an appropriate site with fewer environmental impacts.

April 2, 1979-----Inland Sites: Bill: lower part of Henderson Marsh possible location. Jeff: under lease from Feds until 1991. Bruce: lagoon would be good site. Glen: breaching possibility if lagoon dredged. Consensus: leave in as possible alternative.

Haynes Inlet (both upper and lower areas)

March 23, 1979-----Haynes Inlet A. Upper B. Lower (possible issues):

Boat Basin Exception
Technical Task Force
proximity
bridge
aquatic resources
lower - no backup facilities - not accessible
upper
potential restoration area

March 29, 1979-----Haynes Inlet Upper and Lower. This was dropped because of rock bottom, distance and no support facilities.
Small Boat Basin Exception Process
Public Workshop #2

April 2, 1979-----Haynes Inlet. Restoration potential. Sandy: There are docks there but current level of development doesn't interfere with restoration potential.

Bill: Points brought up at the public workshop are legitimate.

Coos Bay Aqua Center

March 23, 1979-----Coos Bay Aqua Center (possible issues):

Boat Basin Exception
Technical Task Force
cost
time of development
need for breakwater
backup land
require causeway
surge
substrate

March 29, 1979-----Coos Bay Aqua Center. It was pointed out this was Karl Elfving's proposal. Also pointed out was Swanson has first rights on the submersed lands. This proposal was dropped.

April 2, 1979-----Coos Bay Aqua Center: Carl gave presentation: No dredging is needed; plenty of space for fish processors. Sandy: If Carl would provide written description, perhaps Task Force would be willing to include proposal in terms of the sorts of things that are being thought of for long-term solutions to the moorage problem. Consensus: follow Sandy's suggestion.

North Slough

March 23, 1979-----North Slough (possible issues):

Boat Basin Exception
Technical Task Force
dredging/spoiling
aquatic resources
fixed bridge
force lineal not concentrated development pattern
potential restoration site
active dunes

March 29, 1979-----North Slough. This site was dropped with no comment.
Small Boat Basin
Exception Process
Public Workshop #2

April 2, 1979-----North Slough. Sandy: (regarding 8, 6a, and 6b).
Boat Basin Exception
Technical Task Force
These may be some of the few restoration sites we have on the Coos Bay estuary. Long-term moorage processes will need areas for restoration. Chuck: Using part of the County Plan's restoration element for mitigation is possible; restoration and mitigation can be the same in some instances. Carl spoke to the need for developing facilities for lash barges. Consensus: drop.

North Spit - Both Roseburg Lumber Company
Land and the Port of Coos Bay property

March 23, 1979-----North Spit-Area of Roseburg Lumber (possible issues):
Boat Basin Exception
Technical Task Force
alternative proposed uses
A. other use
B. in flight path - public safety

North Spit - Port Property (possible issues):
aquatic and habitat resource
designated as sensitive
dredging/spoiling
water quality
compatibility
flight path-public safety

March 29, 1979-----Both the North Spit sites were dropped from consideration.
Small Boat Basin
Exception Process
Public Workshop #2
The Port property it was felt was more appropriate for industrial development, because of the deep draft capabilities. It was pointed out that the public may not go for it. This was in reference to the defeat of the bond issue last fall. There would be a high cost of development as the site lacks good access, sewer and water. The Roseburg Lumber property was dropped because the land is not for sale or lease.

April 2, 1979-----North Spit-Port Property: Comments: It's adjacent to a turning basin; there are indications that some fisheries may require or want deep draft capability; studies would be needed to determine flushing characteristics.
Chuck: Has Port considered developing moorage here (rather than just off-loading capability)? Jeff:
Port considered but rejected because dredging costs are prohibitive (would be about 40% of total project cost); (2) it would be difficult for the Port to amortize that type of development, (3) it's difficult to predict the needs of larger vessels. Difficulty of predicting moorage demand for sport vessels and vessels in the 90 foot range was discussed. Consensus: keep for further study.

Pony Slough

March 23, 1979-----Pony Slough (possible issues):
Boat Basin Exception
Technical Task Force
citizen objection
dredging/spoiling
access problem
aquatic resources

March 29, 1979-----Pony Slough: This site was dropped from further consideration because of the distance to the processor and the ocean and the amount of dredging that it would take to develop the facility. Reese: Bender of Fish and Wildlife pointed out that Pony Slough was a critical wildlife area.

April 2, 1979-----Pony Slough: Water quality, fish and wildlife values and North Bend's moorage plans were discussed. Consensus: drop from further consideration.

South Slough-All the Sites Identified
Past the Cape Arago Bridge in Charleston

March 15, 1979-----South of Charleston Bridge.
Small Boat Basin
Exception Process
Public Workshop #1
Site was eliminated from discussion.
A. to protect Sanctuary
B. because area is beyond Army Corps of Engineers' authorized channel.

March 23, 1979-----South Slough (possible issues):

Boat Basin Exception
Technical Task Force

bridge
dredging/spoiling
aquatic resource
oyster culture
water quality

Joe Ney (possible issues):

proximity to aquaculture
aquatic resources
dredging/spoiling
bridge
water quality

March 29, 1979-----Joe Ney: This site was dropped from the alternative list because of a too shallow channel, the problem with the bridge, the proximity of the Oyster Beds and the possible effect on the South Slough Sanctuary.

Small Boat Basin
Exception Process
Public Workshop #2

South Slough: This alternative was dropped because of the problems with dredge access and the possible effects on South Slough and the Oyster Beds in Joe Ney Slough.

April 2, 1979-----Joe Ney: Chuck Walters added that there are few good growing waters in Coos Bay. Joe Ney might be closed to aquaculture if the facility were located there.

Boat Basin Exception
Technical Task Force

Consensus: not much to recommend this site.

South Slough: Sandy has concerns about using the Sanctuary as the reason to eliminate any alternative.

Chuck: it's dangerous to use the Sanctuary as a trade-off; it needs to be treated carefully. Sandy: Also true for Joe Ney. Chuck: the real factor is water quality. Bob: There are also problems with the bridge, dredging and dredge spoils disposal. Chuck: Water quality and oyster production; if handled carefully there is potential for small boat moorage development here. Consensus: drop consideration of these sites for the type of moorage development under discussion here.

Peterson Seafood

March 15, 1979-----Peterson Seafoods near Charleston Bridge.

Small Boat Basin
Exception Process
Public Workshop #1

dredging would be needed
Pete Eames: It's best to keep boats close together. It's easier to provide services. Processors are nearby.

March 23, 1979-----Peterson Seafoods (possible issues):

Boat Basin Exception
Technical Task Force

dredging/spoils
access
conflict with adjacent use
aquatic resource
backup

March 29, 1979-----Peterson Seafood: The consensus of the people at the workshop was the Peterson Seafood Site is not a viable alternative because of the hard rock bottom. There is approximately 5-6 feet of mud over the rock. That is one of the reasons Peterson Seafood filled out to deeper water rather than dredging.

Small Boat Basin
Exception Process
Public Workshop #2

April 2, 1979-----Peterson Seafoods: Dick recalled an earlier CH2M Hill report on the area that indicated substrate problems. Jeff pointed out that Peterson is one of the few plants with expansion capability; the land needed for backup facilities for moorage development here is the land that Peterson plans to expand onto.

Boat Basin Exception
Technical Task Force

Consensus: to review CH2M-Hill study.

Other Sites Mentioned in the Exceptions Process

March 29, 1979-----Mr. L. Eickworth brought up the point that the Coos Bay Waterfront should be used as a temporary tie up for the fishing boats. Roy Gunnari asked if this was for permanent moorage or temporary moorage. He continued saying this area was too far away from the processing plants and from the ocean. Mr. Eickworth then agreed but re-stated that this would still be a good place to tie up on a temporary basis.

Small Boat Basin
Exception Process
Public Workshop #2

Mr. Byler said that historically the only fish buyer was in Coos Bay at the foot of Anderson Street and all the vessels used to go there.

It was pointed out that that area is owned by the City of Coos Bay.

Joe Pugh stated that the group should disregard the Coos Bay site. In reference to the historical use Byler was right, however, a very large investment has been made in Charleston. In Coos Bay the docks would be too close to the shipping channel and there is a lack of backup space for support facilities. The cost of gas and the extra amount of fuel used must also be considered. It was pointed out by another person that the boats are a lot larger now than when they used the Coos Bay waterfront area.

April 25, 1979-----
Small Boat Basin
Exception Process
Public Workshop #3

Recommendations of Alternatives

Commercial Moorage	
Phase I (short-term/immediate needs)	Phase II (long-range/future needs)
extend existing facility Coastal Acres	North of the breakwater (this is for the larger boats) Sitka Dock (larger boats and development time too long for Phase I)

Recreational Moorage

Phase I (short-term/immediate needs)	Phase II (long-range/future needs)
	Barview Wayside

(This area should be looked at as possible short-term but definite long-range moorage for sport boats)
North Point (remote use possible)

Swanson
(possible short and long range recreation moorage)

It was felt that North Point might remotely be used for recreational moorage. However, because of the suitability as an industrial site, the lack of energy efficiency and possible opposition from adjacent residential areas this alternative was dropped from further consideration.

Further discussion of Barview Wayside pointed out that this might be better used as a park area. Also pointed out was the Waterfowl Habitat (Brandt) and the past social opposition to development in the area.

March 29, 1979-----Of the 17 alternatives discussed tonight, which ones are most feasible:
Small Boat Basin
Exception Process
Public Workshop #2
Questionnaire Results

	1st Choice	2nd Choice	3rd Choice
Swanson Property	4		2 (closer look)
Charleston Acres	9	1*	
Sitka Dock		1	1
Coastal Acres	2		
Dry Land Storage	1		
Barview Wayside		1	
North of Breakwater		1 (closer look)	

*Is the one to relieve the present situation.

LONG TERM CONSEQUENCES

Environmental

The primary objection raised to development of the Coastal Acres site is the loss of accessibility to recreational clam-diggers. This objection, however, was not based on the Task Force recommended Hosie/Laird plan which will consume only the outermost portion of the inter-tidal area. Concern was expressed that development of moorage facilities would occur in the fifth most important recreational clam digging area in Coos Bay. This ranking, however, is based upon a 1971 Oregon Department of Fish and Wildlife study which may no longer be accurate. The Port of Coos Bay has opened up considerably more clam digging areas to the public on the North Spit landform since the 1971 study. It is probable that Coastal Acres has decreased in relative importance as a recreation clam bed. In any event, development of the moorage plan as recommended will require dredging of only the outermost portion of the clamming area. Dredging will occur in the most waterward portion of the mudflat, the area used least by clam diggers. This area is also being encroached upon by a transient sand bar, making long term use of this portion of the mudflat for clamming uncertain. While dredging will consume some of the mudflat, the recommended design plan guarantees the public access to the remaining biological resources in perpetuity. The legal status of persons occupying the mudflat is uncertain at this time.

Development of moorage facilities at Coastal Acres, as elsewhere in the Coos Bay Estuary, will result in removal of aquatic resource habitat. Significant habitats are clam beds, crustacean habitats, english sole, sand sole, speckled sandab habitats and juvenile salmonid feeding and rearing areas. Approximately 10% of the Coastal Acres habitat will be dredged. It is unknown whether and to what extent the aquatic resource will re-establish in the dredged area. Deep water or dredged areas are believed to be clam reseeding areas so that the dredged area may be used for that purpose in the long term. The Coastal Acres project site is not an important waterfowl and shorebird habitat, nor is it an important striped bass rearing area or herring spawning site. There are no major eel grass beds in the site although a minor bed will be dredged. Coastal Acres is not adjacent to major marshes and is not used by any of various marine mammals.

While air quality will not be affected, the moorage facility does have potential water quality effects. Of most concern is the presence of fecal coliform bacteria due to sewage. Oyster farming is currently limited to the South Slough as the State Board of Health has closed the upper bay due to high fecal coliform counts. Operation of the combined factors of the Charleston Sanitary System and the Coast Guard enforcement of Marine Sanitary Device Systems has resulted in acceptable levels of fecal coliform content in the South Slough. Data on fecal coliform counts shows that increased fishing and vessel activities in the South Slough have accompanied a general reduction in bacterial levels. Reduction of fecal coliform counts has been achieved by management of land-based sewage and imposition of Coast Guard Marine Sanitary Device regulations and enforcement programs. Coast Guard standards will become stricter until 1982 when all vessels, existing or newly constructed, must install Coast Guard certified Marine Sanitary Services.

DEQ FECAL COLIFORM DATA FOR COOS BAY (DEQ 1979).

STATION		MEAN CONCENTRATIONS OF FECAL COLIFORM*			
		1978	1977	1976	1975
SOUTH SLOUGH SHELLFISH SANITATION PROGRAM (IBM CODE 14-12)					
1	150 yds. east of flashing light at entrance of South Slough opposite fisherman's coop	(44)** 17.5	(3) 11.7	(3) 23.0	(12) 22.4
2	15 yds. east of 3rd (Southernmost) moorage flot at Charleston Small Boat Basin	(48) 44.5	(3) 192.0	(3) 119.0	(12) 69.6
4	channel, 50 yds. east of Hallmark Fisheries dock, Charleston	(49) 35.4	(3) 28.7	(3) 15.5	(12) 111.0
5	channel, 20 yds. west of Hanson's Landing docks, Charleston	(46) 37.1	(3) 373.0	(3) 20.3	(12) 29.1
7	channel, 250 yds. south of Collver Point	(46) 18.3	(3) 41.7	(3) 31.7	(12) 36.0
8	channel, 0.3 miles southwest of Station 7, 50 yds. west of bank	(39) 14.3	(3) 6.7	(3) 17.8	(12) 20.8
11	Joe Ney Road Bridge	(43) 44.8	(3) 36.3	(3) 28.5	(12) 120.0
COOS BAY SHELLFISH SANITATION PROGRAM (IBM CODE 14-10)					
1	green light #7, 1/4 mile north of Fossil Point	(51) 9.0	(3) 5.3	(3) 5.0	(12) 15.0
2	red light #10, 1/4 mile north of Pigeon Point	(51) 10.0	(3) 5.0	(3) 3.2	(12) 26.7
4	red light #16, 1/4 mile north of Empire Dock	(51) 25.7	(3) 7.3	(3) 15.0	(12) 63.9
5	green light #23, opposite Henderson Marsh	(50) 21.5	(3) 5.3	(3) 15.3	(12) 22.4
6	black can #27, 1/4 mile west of Railroad Bridge	(50) 38.2	(3) 7.3	(3) 84.0	(12) 51.9
7	green light #35, mouth of Kentuck Slough	(50) 58.1	(3) 11.0	(3) 46.3	(12) 85.4
8	red light #36, opposite north Cooston-Willanch channel	(50) 107.0	(3) 12.0	(3) 114.0	(12) 149.0
9	Coos Bay Yacht Club, opposite mouth of McCurdy Marina	(51) 214.	(3) 48.3	(3) 563.0	(12) 109.0
10	shipping channel, opposite mouth of Marshfield channel	(48) 244.0	(3) 450.0	(3) 60.1	(12) 136.0
11	red light, 1 mile up Marshfield channel	(47) 156.0	(3) 82.0	(3) 90.7	(12) 267.0
13	Coalbank Slough at Hwy. 101 Bridge	(50) 172.0	(3) 247.0	(3) 182.0	(12) 261.0
14	Isthmus Slough at Eastside Bridge	(51) 92.3	(3) 399.0	(3) 102.0	(12) 56.2
15	Isthmus Slough at Coos City Bridge	(49) 68.4	(3) 157.0	(3) 141.0	(12) 64.2

* Most probable number/1000 ml. In marine and estuarine shellfish growing waters the median concentration shall not exceed 70/1000ml (CCPD 1978; ALWO APPENDIX-B).

**Number of Samples

Source: Coos County Planning Department; Coos Bay Estuary Inventory and Study, June 1979.

Economic

The long term economic consequences of development of additional moorage have been discussed in relation to the need criterion. The long term consequences may be summarized as follows:

Inadequate commercial moorage has been identified as an impediment to development of local commercial fisheries. Stimulation of local fisheries is necessary to alter the county's overdependence on the declining forest products industry. Coos County has, and continues to have, chronic and severe unemployment consistently higher than state and national levels. Commercial fisheries have one of the highest income multipliers in Oregon. Creation of the 200 mile fisheries jurisdiction presents heretofore unrealized opportunities for exploitation of the ground fish resource.

Coos Bay ranked second in Oregon and seventh on the west coast in value of landings in 1977. Value of landings in Coos Bay are estimated at \$8.4 million.¹ With an assumed income multiplier of 2.7, approximately \$14.3 million in additional local business activity was generated for a total community impact of \$22.7 million in 1977. The Coos-Curry-Douglas Economic Improvement Association notes that the United States General Accounting Office has estimated that 33 direct and 80 allied or supporting jobs may be assumed to result per \$1 million of fish landed.² Development of Additional commercial fishing moorage is essential to the economic stimulation of the fisheries sector.

Additional moorage can also be expected to curb anticipated declines in tourism, an important sector of the Coos County economy. Provision of recreational moorage will create water-related recreational facilities for both sail and motor-powered vessels. Development and concentration of the commercial fishing fleet in Charleston will create consistent visual amenity and contribute to the fishing village character of Charleston, maintaining its tourism appeal.

Social

The foremost consequence of additional moorage of Coastal Acres is the prospect of increased traffic congestion. Many of the additional moorages, however will be filled by vessels currently using temporary, storm, or otherwise inadequate facilities already in the Charleston Basin. Additionally, most traffic problems in Charleston are caused by trailering of sport boats, not commercial fishing-related autos. Only 30% of the additional moorages will be used for recreational boats, and trailering of these boats may actually be reduced if they are provided moorage space.

The other primary cause of automobile congestion in Charleston is tourism on peak holidays during the summer. It has been informally noted by Task Force members and others that traffic congestion has not occurred during the summer of 1979, as a result of fuel shortages.

Development of moorage space of Coastal Acres is not associated with unsafe, obnoxious, unsightly or otherwise intrusive or objectionable land use activities.

Residents of Charleston and students from the Oregon Institute of Marine Biology will continue to have access to the intertidal area.

Economic stimulation of the fisheries sector will provide increased employment opportunities, contributing to the social good of an area possessing high unemployment.

Energy

Moorage development will consume non-renewable energy during the construction phase. Availability of moorage facilities should not significantly induce fuel consumption by vessels as most boats on the waiting list are already in use. The primary energy advantage to the Coastal Acres site lies in its relation to the location of the alternate sites evaluated. Coastal Acres is the most energy efficient site in terms of distance from the ocean resource and proximity to support facilities and fish processors. Two other alternative sites (Point Adams and Barview Wayside) are equally location efficient, but would require higher energy expenditures during construction (Point Adams) or are otherwise not suitable (Barview Wayside).

The Coastal Acres site is also energy-efficient due to the existence of support facilities and related infrastructures that would have to be duplicated at most of the other sites.

1. Coos-Curry-Douglas Economic Improvement Association Comprehensive Economic Development Strategy, 1978-1979 Action Program, (1978)
2. Ibid.

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LONG TERM CONSEQUENCES
COMPELLING REASONS AND FINDINGS OF FACT

Environmental

Accessibility to the Coastal Acres intertidal area for clam digging would be reduced by about 10%. This reduction would occur in the most waterward portion of the area, used least by clam diggers.

Air quality would not be negatively affected.

Historically, fecal coliform counts in the South Slough including the project area, have been reduced while vessel traffic and moorage have increased.

Adverse water quality impacts from additional moorage are unlikely.

Existing desirable land use pattern would be continued with commercial fisheries concentration in the Charleston area rather than dispersed throughout the Coos Bay estuary.

Concentrated spatial development of commercial fisheries would enable improved environmental management.

Traffic congestion is not expected to increase significantly.

Noise from additional moorage facilities is not expected to increase significantly.

Minimal loss of aquatic resources will occur under development of the recommended Hosie/Laird plan.

Aquatic resources removed by dredging operations may re-establish over the long term.

Economic Consequences

Increased commercial moorage will help to diversify the local economy by improving commercial fisheries facilities.

Multiplier effects of increased commercial fishing will aid economic development in other sectors of the local economy.

Increased commercial fishing will create employment opportunities in commercial fisheries and related processing.

Additional moorage space will encourage the development of tourism, mitigating potential tourism decline due to energy shortages.

Additional moorage for commercial fishing fleet will encourage tourism by providing visual amenities and preserving the fishing village character of the Charleston area.

Social Consequences

The existing human activity pattern will be complemented by maintaining Char-

leston as the hub of the southern Oregon commercial fisheries.

The present land use pattern will be continued as additional moorage will not disrupt community or neighborhood life by introduction of obnoxious, unsafe or otherwise incompatible land uses or activities.

Use of the intertidal area for recreational clam digging will continue virtually unchanged except that the public will be guaranteed use of and access to the biological resource in perpetuity under the recommended design plan.

Students from the Oregon Institute of Marine Biology will continue to use the intertidal area as an "outdoor classroom".

Increased economic diversification and stabilization as a result of increased commercial fishing will provide expanded employment opportunities and contribute to social well-being.

Energy Impacts

The project area is the nearest protected site to the entrance from Coos Bay to the ocean resource.

Commercial and recreational vessel support facilities are well-established at the project area.

Development of the Coastal Acres site does not require energy expenditure or construction of breakwaters or other fill devices.

The project site is the most energy-efficient location for commercial and recreation vessels.

Existence of support facilities and other infrastructure at Charleston eliminates the need to expend energy in construction of shore-based facilities.

Existence of support facilities and other infrastructure reduces energy consumption caused by operation of duplicate facilities at some other site.

EXCERPTS FROM THE VARIOUS MEETING NOTES AND QUESTIONNAIRES
IDENTIFYING THE CONSEQUENCES OF EXPANDING THE CHARLESTON BOAT BASIN

March 11, 1979-----Parking problem was discussed.

Charleston-Barview Planning Group Traffic circulation problems were discussed.
Water pollution, dredging was discussed.

March 15, 1979-----Potential water quality problems were discussed.

Small Boat Basin Exceptions Process Public Workshop #1 Dick said the effect of these on the proposed expansion would be explored by the Technical Task Force.

March 22, 1979-----The definition of a clam bed as an area which has State and Federal a significant resource and as an area which has Agency Briefing on recreational use was set out.
Boat Basin Exceptions Process

Jim Lauman disagreed with this definition but was told it was provided by the Oregon Department of Fish and Wildlife staff at Newport. He said he would forward a better description.

Jim Lauman also questioned the ability to re-create habitat as it is unknown whether or not clams will accept different areas. The idea of experimenting to enhance clam beds needs to be explored.

It was agreed that there had to be a threshold for clams in an area before the language of the Land Conservation and Development Commission goals applied. The prime determination as to whether or not an area is a clam bed should be based on sampling in both the inter-tidal area and the sub-tidal areas.

It was noted that the Gaumer Report was based on recreation use.

Comment was made that the Land Conservation and Development Commission goal is not necessarily limited to clam beds used for recreation.

It was suggested that the number of clams per area should be the means to evaluate when an area having clams reaches the threshold of a clam bed.

It was noted for the record that Fish and Wildlife opposes the proposed site.

It was noted that it is necessary to make a decision but that the expansion as proposed would adversely impact a clam bed.

A comment was made that which environment was to be sacrificed has to be weighed as the aquatic resource is only one of the overall environmental situations regarding fisheries and estuarine use.

It was noted that there is considerable confusion as to what will be dredged. The wedge of the triangle and the side towards the Oregon Institute of Marine Biology will not be dredged. Much of what will be dredged is a sandbar. A part of the clam bed will be disturbed but clams will be able to re-establish. What is being moved is a part of where people dig clams.

It was commented that since moorage is needed and since most of the Coos Bay Estuary has some sort of clam bed, it is a question of which clam bed will be sacrificed on the short-term.

It was commented that if a clam bed is sacrificed, then it will be lost for quite a while.

Glen Carter raised the point that when a need for an estuarine use is accommodated, something else is destroyed. This is why looking at alternatives and overall planning is important.

March 23, 1979-----
Boat Basin Exception
Technical Task Force
Concerns were expressed in relationship to the fecal coliform count in Charleston area. The impacts from data that acceptable levels are already being exceeded. The impacts of new moorage on this pollution problem needs careful examination.

Need to get statements of fecal coliform standards for marine and estuarine waters from Department of Environmental Quality.

Several relevant forms of pollution were identified: protein wastes, fecal coliform, oil and greases, boat wastes.

Need to assess Charleston Sanitary District system and contracted design capacity.

Need to differentiate between land population sewerage and boat population sewerage.

Important to determine date of data re: fecal coliform. Assess relationship to recent hook-ups to Charleston Sanitary System.

Bob More expressed concern that pollution problem be carefully assessed as he has heard that someone intends to file suit if development occurs.

The problem with baseline data and timing of data collection were discussed.

Situation needs to be discussed with Department of Environmental Quality.

Would Port consider mandate to require boats to have facilities before getting moorage? Current moorage agreements require lease or to agree to comply with all standards, etc. Problem is with monitoring as standards for protection are on the books.

March 29, 1979-----
Small Boat Basin
Exceptions Process
Public Workshop #2

Environmental Consequences

Pro

Concentrate pollution in one area-easier to handle

Con

Eliminate recreational use (clam digging)

Increased flushing

Con

Poorer water quality

Clams do well in a basin but not publically accessible

Con

Increased lights and noise

Eelgrass bed is presently being studied

Social Consequences

Pro

Need more light

Con

Possible more vandalism

Concrete development

Con

Increased parking problem

The process can upgrade community

Con

Possible taxing of Charleston's services

Economic move forward

Con

More people

Processing plants are expanding

Con

Fishing industry is important part of Charleston economy

Economic Consequences

Pro

There is a lot of money gone into the financing of the local fleet

Con

Lose part of fleet if not expanded

Increase diversity in fishing resource usage

Con

Lose resource to the foreign fishing fleet if can't use it locally

Economic Consequences Con't

Pro Con

Small business diversity
Large ex-vessel value
of landings

Secondary use of dollars
greater than that of
wood products industry

Cost of developing this
site vs. alternative sites

Energy Consequences

Pro Con

Closer to the resource

Don't have to transport
to the processors

Use less fuel if moorage
is near the processors

Energy costs rising rapidly

Increased flight

April 25, 1979-----The factor of economics was raised. Since there is
Small Boat Basin an incredible lag time, the process should start
Exceptions Process now looking ahead for future moorage needs. It was
Public Workshop #3 pointed out that an 85 foot boat could bring as much
as 8 million into the community if the boat is built
locally. It was noted that in 1976 a local 67 foot
boat brought in \$1,300,000 into the community.

This is using a multiplier of 2.56/1,000 for ser-
vice and 3.00/1,000 for processing. It was also
pointed out that the fishing industry has a very
large economic impact on the community and it would
be a shame to lose it up.

Mike Hosie also mentioned that the Coast Guard is
expanding the facility from 39 to over 50 people.
He also pointed out that by centralizing the fleet
the chances of having oil spills in several areas
would be lessened.

There was some discussion about the area being
a clam bed and that it was also important to the
public because of its accessibility. Mike Hosie
pointed out that the clam population would not be
lost because it would re-establish itself on the
bottom of the basin. However, the issue of access-
ability was valid. Several people pointed out
that because of past pressure this area was not a
good clam bed, it has been over used. Questions
of water quality were raised in reference to the
edibility of the clams. Someone asked if the in-
crease in boats would decrease the water quality.
It was felt that the boats would not increase the
pollution very much as all of the boats would be
required to have holding tanks by the early 1980's.
The largest problem as seen by those at the meeting
was the failure of septic tanks, especially during
periods of high runoff. Several examples of septic
tank failure and sewage pollution were cited. Final
consensus was that a better claming area could be
developed if access could be improved. The existing
clam bed in Coastal Acres area is about clamed
out and those that are left may not be fit to eat.

Jeff Kaspar pointed out that in order to be economi-
cally feasible a facility should be able to provide
approximately 400 slips for \$10,000 per slip. The
proposed expansion would cost about \$8 or \$9,000 per
slip. If a new site was developed for 400 boats it
could cost \$25,000 per slip. A 400 slip marina is
about the smallest marina that could be economically
feasible. If the port would go with developing a
new site it could cost as much as \$10 million and
they would have to go to the public. However, with
expanding the existing basin, the funding could be
done without going to the public. They can use
Revenue Bonds.

March 29, 1979-----Do you think there would be any adverse social
Questionnaire Results effects if the boat basin is expanded as proposed?
from Public Workshop If yes, please list them.
#2

Yes - 3

The people of Charleston will have to endure
much more traffic and congestion.

Traffic loss of recreational facilities in
favor of commercial development.

People living near the basin would be effected
by the additional traffic, noises, etc.

No - 9

I live right in Charleston and I think the
expansion would help the town.

I see nothing that will pose a great problem.

Do you think there would be any adverse environmental
effects? Please list.

Yes - 4

Loss of clam bed - Loss of opportunities for
clamming.

People - pollution.

Destruction of clam beds and use of the site
for University of Oregon Biology School.

We would lose a very good accessible clam bed,
and a laboratory field for the Institute of
Marine Biology. More pollution would definitely
be added that would float up into the South
Slough Sanctuary.

No - 9

Less by controlling in one area instead of splitting
facilities.

Not much more than there already is.

Do you think there would be any adverse energy effects?
Please list.

No - 12

This site is the most conservative for energy.

None at Coastal Acres or Barview Area excepting
light increase.

There would be more if they go somewhere else.

Energy would be saved by the closeness of the
facilities to this basin.

Because the Port wants to develop the North
Spit for a fish complex site for fish plants
and the fishing boats will have to run up
there to unload.

March 29, 1979-----Do you think there would be any adverse economic?
Questionnaire Results effects if the boat basin is expanded as proposed?
from Steelheaders at Please list.
Public Workshop #2

Yes - 2

To motels and trailer parks.

Good effects to local business.

No - 11

I think there could be adverse effects if the
project is not approved.

Because Charleston has about all it can handle
right now. If a basin was developed in
Empire it would help to develop that area
where there are more people and a lot more room.

COMPATIBILITY

The adjacent land use pattern is well developed and of a mixed character. The primary quality of the waterfront relates to the coastal environment and commercial fisheries. Moorage development involves expansion of a presently existing compatible desirable land use in an area zoned as Marine Commercial in the Coos County Comprehensive Plan. Additional moorage will contribute to the visual amenity currently provided by the fishing fleet.

The commercial fisheries of Coos Bay are presently centered in Charleston. Support facilities and processing plants are located nearby. Additional moorage will complement the land use pattern already established. Moorage development is not an intrusive or objectionable land use activity. No offensive, unsafe, obnoxious or otherwise incompatible activities will disrupt the adjacent area.

To the south of the Coastal Acres area and the Charleston waterfront lies the South Slough Sanctuary. This portion of the estuary has been preserved from development and contains a rich diversity of estuarine life, including a Great Blue Heron Rookery. The South Slough Estuarine Sanctuary contains some 4,400 acres of tidelands and watershed south of Velino Island. The greatest consequence of incompatibility between the Sanctuary and the Coastal Acres site would appear to be that of contributing to increased fecal coliform counts. As noted earlier, however, most of the vessels expected to use the additional moorage are already using the upper South Slough with no apparent contribution to increased fecal coliform levels. Air quality degradation will not be a consequence of moorage development and poses no threat to the lower South Slough Sanctuary. Increased traffic and associated noise and air quality problems are not expected to occur as a consequence of moorage development, so that the Sanctuary will not be thus affected. Loss of aquatic resource habitat in the Coastal Acres area may diminish to an unknown extent, feeding habitat for fish and wildlife inhabiting the Sanctuary. The fact that the project design does not contemplate filling of estuarine waters should mean that tidal flushing and current patterns will not be altered so as to affect the Sanctuary. The Sanctuary should be largely unaffected by moorage development at Coastal Acres.

COMPATIBILITY

COMPELLING REASONS AND FINDINGS OF FACT

The adjacent land use pattern is well developed and mixed, the primary character relating to the coastal environment and commercial fisheries.

The project site is designated as Marine Commercial by the Coos County Comprehensive Plan.

The project is an expansion of a desirable, existing use.

Additional boat moorage will enhance current visual amenities and surrounding character.

Fish processing and support facilities for commercial and sport vessels are already concentrated in the area.

EXCERPTS FROM THE VARIOUS MEETING NOTES AND QUESTIONNAIRE RESULTS
CONCERNING THE COMPATIBILITY OF THE CHARLESTON BOAT BASIN EXPANSION
WITH SURROUNDING AND ADJACENT USES

March 11, 1979-----Most fishing jobs are seasonal and most jobs do
Charleston-Barview not pay any sort of benefits. Most plants do not
Planning Group give benefits. This type of employment is not the
head of household type of employment. Benefits
come in the form of bonuses. There is a comparative
wage rate. Food processing is one of the lower
paying industries. What are all the kinds of jobs
that fisheries bring?

Support facilities that are not low-paying such as
Hillstrom-Nelson are not in Charleston.

200,000/year payroll to a crew
77,000 to shipyards
27,000,000 is financed through Southern Oregon
Production Credit Association
96,000 in land and office
These are average values.
One 54' boat and one 65' boat supports 7 families.

March 29, 1979

Small Boat Basin Exceptions Process Public Workshop #2	Pro	Compatibility with Adjacent Uses	Con
	Existing parking and support facilities		Crowded parking conditions
	Management is available		The Charleston-Barview Nel-
	There is ice and fuel available in area		ghorhood Group wants
	Repair facilities		diversity in Charleston not
	Backup area		just parking
			The impact of tourism

March 29, 1979

Questionnaire Results
from Public Workshop
#2

Is the proposed boat basin expansion project compatible with surrounding land uses and activities? Why do you think it is, or why do you think it isn't?

Yes - 11

Near plants-near ocean-near facilities near most of fishermen's homes.

Fishing facilities and support services.

Support facilities.

Other boats already there.

It is compatible with the surrounding area. The surrounding area is used by commercial fishermen and processors.

Because all facilities there lend to this type of development.

The total acreage of Charleston is too small to accommodate the presently planned expansion.

All business interests are dependent on - mostly the fishing vessel activities.

Everything is there already.

No - 2

The facilities to handle the boats is already existing.

Too much congestion in a small place. Not only congestion at the basin, but it would add a lot to the traffic on the Empire-Charleston highway, which is getting heavy traffic now.

PART IV: PLAN AMENDMENT
PORTION OF ESTUARY ELEMENT

The amendment affects the following sections of the Estuary Element:

1. II. INVENTORY OF THE AREA
2. III. PROBLEMS
3. IV. GOALS
4. VII. IMPLEMENTATION
5. Add new section: IX. ESTUARINE MANAGEMENT UNITS

No map changes are necessary.

STATEMENT OF AMENDMENT

Six specific items of amendment to the Coos Bay Estuary Plan, An Element of the Coos County Comprehensive Plan are hereby included in the Plan. These are as follows:

1. To II. INVENTORY OF THE AREA, P.4, add:
The Exception to Land Conservation and Development Commission Goal Requirements for the Expansion of the Charleston Small Boat Basin, May, 1979, is added as inventory.
2. To III. PROBLEMS, A. Problem Areas for Study, P.5, add:
r) Lack of small boat basin moorage.
3. To III. PROBLEMS, B. Problem Statements, P.7, add:
22. Lack of adequate small boat basin moorage for commercial fishing to protect the public health, safety, and welfare; to promote utilization of ocean resources; and to assist in diversifying the economy of the area.

4. To IV. GOALS, P.9, add:

19. Site additional small boat basin moorage in a cost-efficient, energy-efficient manner with consideration of the resource base.

5. To VII. IMPLEMENTATION, P.32, A. Implementation of the Goals, P.32, add:

GOAL 19

"Site additional . . . moorage"

This goal serves as a policy guide for the location of additional boat basin moorage in the Coos Bay Estuary.

This goal also serves as a specific means of: alleviating the condition described by Problem Statement 21 (inadequate fishing industry facilities); and implementing Goal 18 (Encourage the location of new fishing industry facilities).

6. Add a P.36 for: IX. Estuarine Management Unit 5.

The area known as "Coastal Acres", the Deep Water Navigation Channel, and the Charleston Channel shall be designated as development management units. These management units are defined and described consistent with the provisions of development management units in Land Conservation and Development Commission Goal #16 (Estuarine Resources).

In so designating "Coastal Acres" as a development management unit, it is not the intent for the entire area to be intensively altered so that public the continues to enjoy shoreline access to the inter-tidal area. The only area to be altered is the area between a line running parallel to, coterminous with, and extending from the location of the proposed anchor pier (where the final design places it) and the Charleston channel.

Other estuarine management units will be established by the respective city, or in the overall Coos Bay Estuary Management Plan, or by similar amendments to this plan. The designation for "Coastal Acres" should be assessed as part of the overall revision of this plan.

PART V: ENVIRONMENTAL ASSESSMENT OF THE "COASTAL ACRES" SITE

INTRODUCTION AND HISTORY

With greater activity in the fishing industry, primarily created by the 200 mile fishing limit, there is greater pressure for boat moorage in Coos Bay.

Coos Bay is second only to the mouth of the Columbia in fishing activity both for tonnage of fish landed and value of the fish sold.

The Charleston boat basin currently has moorage for 540 boats. It is filled to capacity and there are 180 applicants for space at Charleston. Approximately 70% of the boats using the boat basin are commercial fishing vessels. 70% of those waiting for space are also commercial.

The Port of Coos Bay, the owner of the Charleston Boat Basin, responded to these pressures by looking for a way to expand the existing boat basin. After looking at several alternatives, they acquired an option to the area adjoining the existing boat basin to the south from Coastal Acres Properties.

The advantages to this site are by being adjacent to the existing boat basin, facilities can be shared and will not have to be duplicated creating an economic savings. It is also the closest site to the ocean which is immediately developable. Since the resource is located in the ocean, energy will be saved the closer the moorage is to it.

The Port applied to the Division of State Lands for a Fill and Removal Permit to remove approximately 130,000 cubic yards of tideflat and transient sand bar material in order to expand the boat basin.

The permit was denied due to the stated reasons of a significant clam population and public clam fishery at or in the area surrounding the proposed expansion site. It was the finding of the Division of State Lands that the project is inconsistent with the protection, conservation, and best use of the water resource.

Coos Bay is designated a Development Estuary in the overall Oregon Estuary Classification; however, areas within Development Estuaries which contain significant oyster or clam beds may be placed within the Conservation category even when they adjoin a developed area. This is the case at Coastal Acres. Biologists from the Oregon Department of Fish and Wildlife have examined the area and have determined that it is of major biological and recreational value.

Coos County, at the request of the Port, along with assistance from the Coos-Curry Council of Governments, has decided to pursue the process of taking an exception to Goal 16, Estuarine Resources. Toward this end, an Exception Task Force has been formed. They have been studying all potential boat basin sites in Coos Bay and will be making recommendations in May, 1979.

Concurrently, work has begun on a Coos Bay Estuary Management Plan which will be an up-date and revision of the existing estuary plan. This will be completed in about one year.

This assessment deals only with the area designated as Coastal Acres for the expansion of the Charleston Boat Basin. General discussion of the environmental impact of the other sites is being developed as a part of the work of the Exceptions Task Force.

ENVIRONMENTAL CHECKLIST

The following construction activities or elements are or are not associated with the proposed project.

<u>YES</u>	<u>NO</u>	<u>UNKNOWN</u>	
	X		Alteration of Natural Drainage
	X		Surfacing, Paving
	X		Cut and Fill
X			Fencing, and Other Barriers
	X		Pipelines, Transmission Lines
	X		Surface Excavation
	X		Jetties, Gabions
	X		Riprapping, Revetments
	X		Canalization
	X		Channel Alteration
X			Dredging
	X		Dams, Impoundments
X			Renovation or Expansion of Existing Facilities
	X		Demolition of Structures
	X		Water Intake Structures
X			Wastewater Discharge Structures
	X		Air Emission Source
X			New Facility Construction

The following environmental resources may be or may not be affected by the proposed project.

<u>YES</u>	<u>NO</u>	<u>UNKNOWN</u>	
	X		a. <u>Water</u>
			Surface (river, lake, reservoir)
X			Estuary
	X		Ocean
	X		Underground
	X		b. <u>Existing Air Quality</u>
			c. <u>Flora</u>
	X		Trees
	X		Shrubs
	X		Grasses
	X		Crops
X			Aquatic Plants
	X		Endangered Species
			d. <u>Fauna</u>
	X		Birds
	X		Land Animals, including rodents
X			Fish and Shellfish
X			Lifeforms on bottom of water bodies (benthos)
	X		Endangered Species
			e. <u>Land Use</u> (Check uses that are directly affected or adjacent to affected property)
	X		Wilderness (designated or proposed under the Wilderness Act)
X			Open Spaces
	X		Wetlands
	X		Forests
	X		Grazing
	X		Agriculture

<u>YES</u>	<u>NO</u>	<u>UNKNOWN</u>	
X			Residential
X			Commercial
X			Industrial
	X		Floodplain
	X		Mining, Quarrying
X			Recreational
X			Transportation
	X		Historical, Archeological site (Listed on the National Register of Historic Places or eligible for listing)
X			Shoreline
X			Beaches
	X		Dunes
	X		Steep Slopes
	X		Aquifer Recharge Area
	X		Wildlife Refuge

PROJECT DESCRIPTION

The Port of Coos Bay proposes to expand the Charleston Boat Basin into the area known as Coastal Acres. They will provide moorage for approximately an additional 180 boats. There are currently 180 boat owners on a waiting list for moorage in the area. This is a minimal expansion to meet the existing need. The project will necessitate the removal by dredge of 133,000 cubic yards of material which will be deposited upland on private property known as the Old Cranberry Bog. It is currently non-productive and is 15 acres in size. The area to be dredged is some inter-tidal mud flat and a transit sand pit which is currently moving into the mud flat. The Port will construct an elevated pier and floating docks to moor 180 commercial and pleasure boats. The area involved in the south slough is approximately 14 acres. The floating dock moorage construction puts very few permanent structures on the bottom of the bay, so that the clams which are being displaced during construction will grow back.

The project design submitted by the Port involved dredging approximately 1/3 of an inter-tidal area known as Coastal Acres. Through the exception process issues have been raised and explored so that Port of Coos Bay Commissioners - elect Michael Hosie and Bruce Laird have developed an alternative project concept. While specific engineering studies have not yet been done, the alternative concept would require an estimated 10% of the inter-tidal clamming area to be dredged. The proposal also guarantees public access to the remaining biological resource in perpetuity. The alternative concept involves relocating the concrete pier further from the shoreward portion of the inter-tidal area, toward the channel, and compensating for lost moorage spaces by extending the existing pier system in the Charleston Boat Basin (See Map 11).

The Task Force has adopted a motion recommending that the Port of Coos Bay develop a basin expansion plan that will embody the features of the alternative concept.

Both the design plan and alternative concept will employ a floating dock system that will not require estuarine filling. The nature of the landform abutting Coastal Acres to the north allows moorage development involving minimal shoreline development or alteration. The configuration of the landform is such that the extent of environmental impacts at the site will be less than at other sites where extensive shoreline development would be required.

The Port of Coos Bay currently has an option to purchase an 11.2 acre area of Coastal Acres. The dredging will remove a small portion of inter-tidal land, the vast majority of removal to occur in submerged lands. The submerged property will be leased from the Division of State Lands.

BENEFICIARIES

The fisheries industry which is an important part of the economic base of Coos Bay will benefit by having more boats adequately moored in Coos Bay to harvest the fish resource.

The Port of Coos Bay will benefit through additional fees for moorage.

Liquid wastes are controlled by the Coast Guard Standards. The Port provides facilities to place sewage residues and diesel residues. The Port provides two sewer collection pump-out stations currently and plans to provide two more in the future. These stations pump directly into the Charleston Sanitary Sewerage System. The diesel residue is recycled by the industries. Accidental oil spills are under the jurisdiction of the Coast Guard. They have a station at Charleston and they have the capability to handle spills.

Gases - none are involved with this project.

Solid waste - The Port provides pick-up stations. There is a solid waste collector at the head of every dock. The franchised collector for the area is Les Sanitary Service. They dispose of solid waste in accordance with the Coos County Solid Waste Plan in a Department of Environmental Quality approved sanitary land fill.

AREA DESCRIPTION

The project site adjoins the existing boat basin at Charleston. The land immediately adjoining the site is zoned marine commercial. The closest developed site contains a restaurant, the Port Side, which utilizes the view of the boat basin and the bay for its customers. Across Charleston Road is a motel. Other land uses near the site are two fish processors, Barbey Foods and Hallmark Fisheries. There is also some housing, primarily utilized by commercial fishermen. Primary economic activities for the Charleston area relate to fisheries and tourism.

The entire community of Charleston is developed with uses to provide services and goods to sports fishermen and commercial fishermen.

The project is located in the South Slough of Coos Bay, but it is not located in the sanctuary area which is located south of the Coastal Acres site. Coos Bay is established as a development estuary in the State's estuary classification system.

A corner of the anchor pier will be built over an eel grass bed. This eel grass bed has not been identified as a significant eel grass bed in the Coos Bay Estuary.

The project is also located over a portion of a clam bed which the Oregon Department of Fish and Wildlife has expressed the opinion that it is a significant clam habitat. The dredging operation will displace clams temporarily, but by using the floating dock moorage, they should return to the area. The clams along the shoreline should not be affected by the construction.

Other standard life forms will also be disturbed during construction. Benthic organisms including razor clams, cockle clams, bull kelp, snails, and various worms and larvae will be effected.

The area is designated as marine commercial in the Coos County Estuary Plan, an element of the Coos County Comprehensive Plan.

The area is in the floodplain although the land portion is at the 15 foot elevation and high tide does not exceed 10 feet. All land areas will be built to a 15 foot elevation. No recorded flooding has occurred since the area has been filled to 15 feet.

The project does not effect the channel.

IMPACTS ON AIR QUALITY

These are extremely minimal. The boat basin itself has no air degenerating qualities. The boats are generally diesel powered and have little effect upon the air. Some particulates may arise from increased hauling of boats by automobiles and trailers, primarily caused by sports fishermen presently using the launch facilities.

Because of wind conditions near the mouth of Coos Bay, circulation is very good and air quality is high.

IMPACTS ON WATER QUALITY

The Department of Environmental Quality currently monitors water quality in Coos Bay and the Coast Guard regulates effluent standards for vessels. Current regulations call for every marine vessel to have a Type III Marine Sanitary Device or a Type II Marine Sanitary Device by January 30, 1981. A Type II device processes sewage aboard to a standard certified to be 200 fecal coliform per 100 mililiters and 150 miligrams per liter of total suspended solids before release back into the water. Type III retains waste water aboard and allows no discharge. The Port will provide holding tanks for this discharge at the boat basin and will require that all boats moored at the boat basin meet the January 30, 1981, standards which mandate on board holding facilities as soon as space is available at the expanded facilities. The Port will provide sewer pump-out stations which will discharge into the Charleston Sanitary Sewerage System.

Water quality at Charleston does have some problems, however, it is difficult to determine how much of the problem is caused by boat traffic since there are cases of faulty septic tanks and drainfield allowing effluent to reach the bay. Department of Environmental Quality has not found activities of the boat basin to contribute significantly to water quality degradation, nor enough to warrant stoppage of project. The Oregon Health Department has not closed the area to clam digging due to a high coliform count but some resident clam diggers consider the area to be limited in appeal for clams due to septic tank failures in the surrounding area.

Water is supplied by the Coos Bay-North Bend Water Board. Low amounts are needed by the boat basin.

Treatment of sewage is handled by the Coast Guard and Department of Environmental Quality regulations. The facility is connected to the Charleston Sanitary District system.

There is no erosion, sedimentation or storm water runoff. The Corps of Army Engineers is proposing to build an additional breakwater at the entrance of South Slough. This will reduce storm surge in the boat

basin area.

The potential impact to scenic or recreational water sources could be enhanced by more activity at the boat basin. The clam beds to which the public has access will not be totally removed.

IMPACTS ON SOLID WASTE

Facilities for disposal of solid waste are currently provided at the boat basin by the Port. There is a solid waste collector at the head of every dock.

Solid waste is picked up by the franchised collector for the Charleston area and disposed of in a sanitary landfill approved by the Department of Environmental Quality.

IMPACTS ON TRANSPORTATION

The boat basin will enhance commercial boat transportation. It is close to the ocean so it is more energy saving than some site further into the bay.

The main road problem is caused, not by boats moored at the boat basin, but those that are trailored to the launching ramp. The road from Coos Bay-North Bend to this site is narrow as it passes through Charleston and it is often congested. A major bottleneck is the bridge over South Slough which is a drawbridge and which has limited clearance over the water, so it open frequently.

The boats that will use the moorage are in the Charleston area now and 70% of the potential users of the boat ramps are in the Coos Bay area. The project won't add significantly to the congestion.

Due to development patterns in Charleston, there is an overall traffic problem which is only somewhat complicated by the boat basin development.

IMPACTS ON HUMAN ENVIRONMENTS

No relocation will be required. Some additional noise will result both from the dredging and construction operation and from the permanent location of additional boats in the area. Noise is primarily contained to the boat basin site itself. Boats do not have a high decibel rating.

Visual appearance is consistent with existing local appearance.

RELATED PROJECTS

The Corps of Army Engineers plans to build a new breakwater north of the present boat basin. This involves the construction of an 800 foot breakwater extension north from the end of the present breakwater paralleling channel alignment and raising the top elevation of the existing breakwater.

The Corps also has a proposal to deepen Charleston Channel from 10 feet to 15 feet and 150 feet wide from the existing boat basin to deep water, and to extend the South Slough Channel 10 feet deep and 150 feet wide from the boat basin to the highway bridge at Charleston.

The United States Coast Guard at Coos Head provides navigational aid for the Coos Bay Channel.

South Slough, an estuarine sanctuary jointly funded by the Offices of Coastal Zone Management, the United States Department of Commerce, and the State of Oregon is located south of this project.

OBJECTIONS

The major objections expressed by the Oregon Department of Fish and Wildlife is that this is a clam habitat with public recreation access. A hearing was held upon the denial of the original permit. There have been numerous news articles in the local press and on the local radio.

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Additional objections have been raised by the Oregon Institute of Marine Biology which uses the "Coastal Acres" area as an outdoor classroom. The area has been in private ownership but has been used by the public including the Institute's students. Large portions of the area will remain available for general public or student use as the Port of Coos Bay will be the new owner of the site.

Other objections have related to loss of a recreation area, increased traffic congestion, and the limitations of the site to meet long-term moorage demand. The first two of these objections are addressed in other sections of the environmental assessment while the long-term moorage issue is addressed in other parts of the exceptions document.

SUMMARY

The proposed project will incur some environmental loss or dislocation. That loss will be mitigated, as appropriate, through processes outside the scope of the exceptions process and the environmental assessment. The dislocation will be addressed through construction practices and resource and project management. Other than the partial removal or dislocation of aquatic resources of "Coastal Acres", there are no significant environmental effects of this project.

VI: RECOMMENDATIONS OF THE BOAT BASIN EXCEPTION TASK FORCE

The Task Force made the following recommendations:

1. Based on the exhaustive work of the Boat Basin Exception Task Force, the Coastal Acres area is recommended as the preferred location for the boat basin expansion project.
2. The Boat Basin Exception Task Force recommends that the Port develop the Hosie/Laird plan that would maximize moorage along the channel without jeopardizing dredging operations while it would decrease the amount of biological resource that would be removed and would guarantee the public use of and access to that remaining biological resource in perpetuity.
3. The Boat Basin Exception Task Force recommends to all reviewing bodies that the exception document, project design, mitigation requirements, permits and any other related processes be expedited to facilitate immediate moorage demands.

Related recommendations from the Boat Basin Exception Task Force.

During the course of the work on the Boat Basin Exception the Task Force identified several issues and has made the following related recommendations:

1. The Boat Basin Exception Task Force recommends to the Port of Coos Bay that any new moorages leased should be leased to only those boats that comply with the 1982 U.S. Coast Guard standards regarding waste disposal. This recommendation was made in order to minimize any impacts the additional moorages would have on the water quality in the vicinity
2. The Boat Basin Exception Task Force also recommends that a community attitude survey be taken as part of the Overall Estuary Management Program.

3. The Boat Basin Exception Task Force also recommends that all the alternative sites considered and all information generated during the exceptions process should be considered when the long-term moorage issues are discussed as part of the Overall Estuary Management Program.

APPENDIX A
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APPENDIX C

Initial Work Program

The initial work program for the Boat Basin Exception Process is included for reference. This includes the summary, detail of activities, time-line, and roles and responsibilities.

The initial work program was modified somewhat and the time-line was extended.

PROPOSED

WORK PROGRAM

GOAL:

Preparation of an acceptable Estuary Plan amendment and goal exception for the consideration of the Coos County Board of Commissioners regarding the proposed expansion of the Charleston Small Boat Basin into the area known as "Coastal Areas" or the "triangle" as described in the Port of Coos Bay's permit application to the Division of State Lands.

OBJECTIVES:

To identify needs, consequences, and compatibility of proposed project;
To evaluate alternatives to the proposed project;
To provide adequate citizen involvement and agency coordination.

MAJOR TASKS:

Develop Work Program
Process Management
Product Definition
Consistency Assessment
Define Need for Proposed Project
Develop Parameters
Evaluation of Alternatives
Assess Consequences
Assess Compatibility
Citizen Involvement
Agency Coordination
Governing Body Consideration

DETAILED WORK PROGRAM

TASK

DEVELOP WORK PROGRAM

PROCESS MANAGEMENT

DEFINE PRODUCT

ASSESS PROPOSED PROJECT FOR CONSISTENCY WITH LCDC GOALS AND GUIDELINES AND OREGON COASTAL ZONE MANAGEMENT PROGRAM

ACTIVITIES

1. IDENTIFY ALL MAJOR TASKS.
2. DEVELOP STRATEGIES AND METHODS
3. ESTABLISH PROCEDURES
4. IDENTIFY ROLES AND RELATIONSHIPS
5. ORGANIZE FLOW OF TASKS
6. INFORMALLY REVIEW TASKS
7. REVIEW EXISTING RECORDS
8. ESTABLISH TIME-FRAMES

1. IDENTIFY AND COLLECT EXISTING INFORMATION
2. ESTABLISH PROCEDURES FOR ADMINISTRATIVE RECORD MAINTENANCE
3. IDENTIFY ROLES OF COOS COUNTY, COOS COUNTY PLANNING DEPT., PORT OF COOS BAY, PORT ADVISORY COMMITTEE, RESOURCE AGENCIES, CHARLESTON-BARVIEW NEIGHBORHOOD GROUP, CCCOG STAFF, CITIZENS, ETC.
4. DEVELOP WORK PROGRAM TASK FORCE
5. DISTRIBUTE DRAFT WORK PROGRAM
6. SOLICIT MEDIA COVERAGE
7. PREPARE BRIEFING PAPERS
8. PREPARE MEETING/WORKSHOP ANNOUNCEMENTS.
9. MAINTAIN CLIPPINGS FILE
10. DEVELOP MAILING LIST
11. DEVELOP REVIEW PROCEDURES FOR DRAFT AND FOR PROPOSED DOCUMENT
12. IDENTIFY KEY PARTICIPANTS

1. IDENTIFY REQUIREMENTS FOR EXCEPTION
2. IDENTIFY PARTICULAR CONSIDERATIONS OF SITE/SITUATION
3. IDENTIFY PORTION OF ESTUARY PLAN TO BE AMENDED
4. DEVELOP DOCUMENT OUTLINE
5. DESCRIBE PURPOSE OF EACH SECTION OF PROPOSED DOCUMENT

1. REVIEW EACH LCDC GOAL IN TERMS OF PROPOSED PROJECT
2. DESCRIBE PROPOSED PROJECT'S RELATIONSHIP TO EACH GOAL
3. PREPARE "STATEMENT OF COMPLIANCE"
4. DISTRIBUTE DRAFT "STATEMENT OF COMPLIANCE" FOR REVIEW AS PART OF DRAFT PLAN AMENDMENT AND PROPOSED GOAL EXCEPTION
5. REVIEW COMMENTS ON DRAFT AND REVISE AS APPROPRIATE
6. INCORPORATE REVISED DRAFT IN PROPOSED DOCUMENT

METHOD

REVIEW RECORDS AND MATERIALS, DEFINE PRODUCTS, DEFINE REQUIREMENTS FOR EXCEPTION AND PRODUCT, INFORMALLY DISCUSS TASKS AND STRATEGIES WITH INTERESTED PARTIES AND RESOURCE PERSONS, ANALYZE WORK PROGRAM FOR FEASIBILITY, PREPARE DRAFT WORK PROGRAM AND TIMELINES

SELF-EVIDENT

REVIEW LCDC GOALS, AIRPORT SITING ELEMENT, DLCD POLICY PAPERS, MEETING MINUTES

REVIEW AND ANALYZE LCDC GOALS AND OCMIP IN TERMS OF PROPOSED PROJECT; SYSTEMATICALLY ADDRESS PROJECT'S RELATIONSHIP TO GOALS AND OCMIP

PRODUCT

DRAFT WORK PROGRAM AND TIMELINE

1. WORK FILE INCLUDING LISTING OF RESOURCES AND REFERENCES
2. ADMINISTRATIVE RECORD
3. ROLES DESCRIPTIONS
4. TASK FORCE ROSTER
5. PRESS RELEASES
6. CLIPPING FILES, MEDIA RECORDS
7. BRIEFING PAPERS
8. MEETING/WORKSHOP ANNOUNCEMENTS
9. MAILING LIST
10. REVIEW PROCEDURES

DRAFT DESCRIPTION OF PRODUCT, ETC.

SECTION FOR DRAFT DOCUMENT AND PROPOSED DOCUMENT TO BE TERMED A "STATEMENT OF COMPLIANCE"

ROLES & RESPONSIBILITIES

CCCOG STAFF PREPARE WORK PROGRAM AND PRESENT TO COOS COUNTY Bd. OF COMMISSIONERS FOR AUTHORIZATION

CCCOG STAFF

CCCOG STAFF, THE PROPOSED PRODUCT PLAN AMENDMENT DEFINITION, DOCUMENT OUTLINE & PURPOSE TO BE DISTRIBUTED FOR REVIEW

BASIC ANALYSIS AND DRAFTING BY CCCOG STAFF, REVIEW AND COMMENT BY TASK FORCE, REVIEW & COMMENT BY PUBLIC

DETAILED WORK PROGRAM (Cont'd)

TASK	DEFINE NEED FOR PROPOSED PROJECT	DEVELOP PLAN (AMENDMENT AND EXCEPTIONS PROCESS PARAMETERS	EVALUATION OF ALTERNATIVES	ASSESS ENVIRONMENTAL, SOCIAL, ENERGY, ECONOMIC CONSEQUENCES OF PROPOSED PROJECT, ALTERNATIVES, NO ACTION
ACTIVITIES	<ol style="list-style-type: none"> 1. Collect existing data 2. Interview key parties 3. Extract needs data for public records and hearings records 4. Organize data, information, assessments, etc. 5. Prepare findings of fact 6. Draft needs section of draft document 7. Distribute needs section for review and comment 8. Assess comments and modify draft as appropriate 9. Prepare needs section for proposed document 	<ol style="list-style-type: none"> 1. Describe scope of consideration 2. Differentiate between upper and lower bay 3. Develop matrix system for analyzing moorage needs 4. Define criteria for moorage siting 5. Identify resource characteristics in questions 6. Identify applicable portion of estuary plan to be amended 7. Identify relationship of proposed amendment to on going planning 8. Identify relationship of proposed exception to on going planning 9. Identify relationship of proposed exception to permit processes 10. Identify and analyze issues 	<ol style="list-style-type: none"> 1. Establish criteria for evaluation 2. Identify possible for evaluation 3. Assess each alternative according to criteria 4. Collect data for assessment 5. Research information as appropriate 6. Prepare findings on each alternative 7. Map alternatives 	<ol style="list-style-type: none"> 1. Identify and quantify, as appropriate, environmental consequences of proposed project, feasible alternatives, and no action 2. Identify social consequences 3. Identify energy consequences 4. Identify economic consequences 5. Collect, assess, analyze data and information 6. Prepare draft consequences section of draft 7. Distribute draft for review 8. Make findings 9. Review draft 10. Modify as appropriate 11. Prepare proposed section of document
METHOD	Collect existing information and develop any additional information required, analyze information, prepare systematic findings, review and revise	Analyze factors for each activity, prepare briefing papers distribute briefing papers incorporate revised briefing papers into draft document	Prepare criteria select alternatives, assess alternatives, evaluate alternatives, develop findings, review draft, modify draft, prepare proposed section of document	Establish factors of consideration, collect and assess information, agency and group input, matrix consequences, support findings with fact, review, revise
ROLES & RESPONSIBILITIES	CCCOG STAFF PREPARATION, TASK FORCE REVIEW, PUBLIC & AGENCY REVIEW & INPUT	Preparation by CCCOG STAFF, REVIEW BY TASK FORCE, PUBLIC REVIEW	CCCOG STAFF PREPARATION, RESOURCE AGENCY INPUT, TASK FORCE REVIEW, PUBLIC REVIEW	CCCOG STAFF PREPARATION, TASK FORCE REVIEW, PUBLIC AND AGENCY INPUT AND REVIEW
PRODUCT	Needs section and findings of fact	Statements of scope, area of concern, resource characteristics, applicable portion of estuary plan, relationship, relationship to permit process, moorage siting criteria, moorage needs matrix, assessment of issues	Section of document on evaluation of alternative sites	Section of document on consequences

DETAILED WORK PROGRAM (CON'T)

TASK	ASSESS COMPATIBILITY OF PROPOSED PROJECT WITH SURROUNDING USES	CITIZEN INVOLVEMENT	AGENCY COORDINATION	GOVERNING BODY CONSIDERATION
ACTIVITIES	<ol style="list-style-type: none"> 1. IDENTIFY SURROUNDING USES 2. MAP SURROUNDING USES 3. ASSESS RELATIONSHIP OF PROPOSED PROJECT TO SURROUNDING USES 4. COLLECT DATA AND INFORMATION 5. DEVELOP FINDINGS 6. DRAFT SECTION AND DISTRIBUTE FOR REVIEW AND COMMENT 7. REVISE DRAFT AS APPROPRIATE 8. PREPARE PROPOSED SECTION 	<ol style="list-style-type: none"> 1. DISTRIBUTE WORK PROGRAM AND TIMELINE 2. DISTRIBUTE BRIEFING OR INFORMATION PAPERS 3. PRESS RELEASES AND MEDIA PRESENTATIONS 4. PUBLIC WORKSHOPS 5. TASK FORCE 6. COORDINATION WITH CHARLESTON-BAYVIEW NEIGHBORHOOD GROUP 7. COORDINATION WITH COOS COUNTY PLANNING COMMISSION 8. DISTRIBUTION AND IDENTIFICATION OF AVAILABLE KEY MATERIALS: WORK PROGRAM, BRIEFING PAPERS, DRAFT DOCUMENT, PROPOSED DOCUMENT, MINUTES OF TASK FORCE MEETINGS AND WORKSHOPS 9. AVAILABILITY OF REFERENCE INFORMATION 10. RESPONSES TO INPUT AND REVIEW COMMENTS 11. PUBLIC HEARING 12. PREPARE RESPONSE TO DSL LETTERS 	<ol style="list-style-type: none"> 1. DISTRIBUTE WORK PROGRAM AND TIMELINE 2. DISTRIBUTE BRIEFING OR INFORMATION PAPERS 3. PRESS RELEASES AND MEDIA PRESENTATIONS 4. PUBLIC WORKSHOPS 5. TASK FORCE 6. DISTRIBUTION AND IDENTIFICATION OF AVAILABLE KEY MATERIALS: WORK PROGRAM, BRIEFING PAPERS, DRAFT DOCUMENT, PROPOSED DOCUMENT, MINUTES OF TASK FORCE MEETINGS AND WORKSHOPS 7. AVAILABILITY OF REFERENCE INFORMATION 8. RESPONSES TO INPUT AND REVIEW COMMENTS 9. PUBLIC HEARING 10. CONTACTS WITH AGENCIES 11. CONTACTS WITH AGENCIES FOR DATA, ETC. 12. INFORMAL DISCUSSIONS 	<ol style="list-style-type: none"> 1. DIRECT DEVELOPMENT OF PROPOSED EXCEPTION 2. IDENTIFY PROJECT STAFF 3. REVIEW AND AUTHORIZE 4. MONITOR STAFF ACTIVITIES 5. PARTICIPATE, AS APPROPRIATE IN MEETINGS & WORKSHOPS 6. RECEIVE AND REVIEW MATERIALS 7. HOLD PUBLIC HEARINGS 8. CONSIDERATION OF ACCEPTING, MODIFYING OR REJECTING PROPOSED PLAN AMENDMENT & EXCEPTION
METHOD	INVENTORY, ASSESSMENT, ANALYSIS, DESCRIPTION, MAKE FINDINGS, REVIEW, REVISION, PREPARATION OF PROPOSAL	PUBLICIZE OPPORTUNITIES, PROVIDE OPPORTUNITIES, RESPOND TO COMMENTS, MEET WITH GROUPS, MAINTAIN AVAILABILITY OF INFORMATION AND DEVELOP MAILING ROSTERS	PUBLICIZE OPPORTUNITIES, PROVIDE OPPORTUNITIES, RESPOND TO COMMENTS, MEET WITH GROUPS, MAINTAIN AVAILABILITY OF INFORMATION AND DEVELOP MAILING ROSTER	CONSIDER POSSIBLE NEED FOR PLAN AMENDMENT & EXCEPTION, DIRECT STAFF WORK, MONITOR WORK PROGRAM, REVIEW MATERIALS, HOLD HEARINGS, CONSIDER ADOPTION
ROLES & RESPONSIBILITIES	CCCCOG STAFF PREPARATION, TASK FORCE REVIEW, PUBLIC AND AGENCY INPUT AND REVIEW	CCCCOG PROCESS MANAGEMENT, TASK FORCE REVIEW, MONITOR, AND EVALUATE CITIZEN INVOLVEMENT, PUBLIC AND AGENCY INPUT, TASK FORCE ASSIST IN RESPONSES	CCCCOG PROCESS MANAGEMENT, TASK FORCE REVIEW, MONITOR AND EVALUATE CITIZEN INVOLVEMENT, PUBLIC AND AGENCY INPUT, TASK FORCE ASSIST IN RESPONSES	CCCCOG STAFF PROCESS MANAGEMENT AND WORK PROGRAM MANAGEMENT, Bd. OF COMMISSIONERS MAKING DECISIONS
PRODUCT	SECTION OF DOCUMENT ON COMPATIBILITY	DESCRIPTION IN DOCUMENT OF PROCESSES, NOTICES, MINUTES, ETC.	DESCRIPTION IN DOCUMENT OF PROCESSES, NOTICES, ETC.	DECISION

MAJOR ACTIVITY

[illegible]

Preliminary Work Program Activities

Collect Records

Collect References

Informal Contacts for Information

Define Product

Assess Goals

Develop Task Force

Task Force Meetings

Meeting/Workshop Announcements

Identify and Contact Key Participants

[illegible]

100

1

Table 1

Variable	Mean	SD	Range
Age	60.78	9.02	45-80
Gender			
Male	10	3.16	0-15
Female	10	3.16	0-15
Marital status			
Married	10	3.16	0-15
Single	10	3.16	0-15
Education level			
High school or below	10	3.16	0-15
College or above	10	3.16	0-15
Occupation			
Retired	10	3.16	0-15
Working	10	3.16	0-15
Health status			
Good	10	3.16	0-15
Poor	10	3.16	0-15
Depression			
No	10	3.16	0-15
Yes	10	3.16	0-15
Loneliness			
No	10	3.16	0-15
Yes	10	3.16	0-15
Social support			
Low	10	3.16	0-15
High	10	3.16	0-15
Life satisfaction			
Low	10	3.16	0-15
High	10	3.16	0-15

1000

[illegible][illegible]

1. The first step in the process of creating a new product is to identify a market need. This involves conducting market research to understand the preferences and behaviors of potential customers. Once a need is identified, the next step is to develop a concept that addresses this need. This concept should be unique and offer a clear value proposition to the target market.

[illegible]

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Figure 1

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MAJOR ACTIVITY	Week of	Week of	Week of	Week of	Week of	Week of	Week of	Week of	Week of	Week of	Week of	Week of
	1/29-2/2	2/4-2/10	2/11-2/17	2/18-2/24	2/25-3/3	3/4-3/10	3/11-3/17	3/18-3/24	3/25-3/31	4/1-4/7	4/8-4/14	4/15-4/21

* *

Public Hearing
Hearing to Adopt
Final Distribution

ROLES AND RESPONSIBILITIES

Coos County Board of Commissioners:

Direct preparation of plan amendment/exception, review work program, monitor process, hold public hearing, consider adoption

Coos-Curry Council of Governments' Staff:

Process management, work program activities preparation, materials preparation, coordination

Coos County Planning Department:

Provide materials, participate in Task Force, review products

Coos County Planning Commission:

Monitor process, review products, make recommendations to Board of Commissioners

Port of Coos Bay:

Monitor process, participate in Task Force, participate in public workshops, review products, make recommendations to Board of Commissioners, provide information

Task Force:

Assist with work program, assess materials, identify issues, evaluate process, evaluate citizen involvement, evaluate agency coordination, consider responses to input

Charleston-Barview Neighborhood Group:

Identify issues, provide input, participate in process, review materials

Citizens:

Provide input, review and comment

Agencies:

Provide materials, provide input, review and comment

APPENDIX D

Newspaper Clippings

The following newspaper articles appeared between November, 1978 and April, 1979. In addition to these articles, meeting information was carried in short articles or in the community calendar section of the newspaper. The KCBY-TV as well as the local radio stations carried stories and meeting announcements. Only major articles are included but all other newspaper clippings are available for inspection.

Little opposition found for boat basin expansion

By CHARLES KOCHER
Staff Writer

The Coastal Acres boat basin expansion is acceptable to most people or there would be more opposition, participants at a public workshop declared Wednesday night.

"People may not like it, but they know it's a problem and that we've got to have something now," Jane Morgan, one of the participants in the workshop, said.

"If the general public was against it, they'd be here," added Port of Coos Bay Commissioner-elect Mike Hosie.

Their comments came in response to a question from the staff members preparing a land use exception for the expansion project.

"We're not getting very much in terms of opposition," said Coos County Council of Governments Director Sandra Diedrich. "There are some people who have experienced concerns, but we're not seeing that large a turnout of people."

"What are we missing?" she asked. "What are we doing wrong?"

Fisherman Roy Gunnari had the quickest answer.

"The majority favors it and the minority doesn't," he said.

"People are accepting where it is now," added Joan Kilby.

"If you try to put it some other place, you're going to have problems."

About two dozen persons participated in Wednesday's workshop, the third of a series which have drawn crowds of up to 70. One final workshop is planned for sometime in May, Diedrich said Wednesday night.

The exception is being prepared for consideration by the Coos County Board of Commissioners to satisfy state requirements for the issuance of a permit for the project. The Port of Coos Bay is hoping to create 180 new moorage slips in the Coastal Acres area, just south of the existing Charleston Boat Basin.

Wednesday night, the workshop participants set priorities for the alternative moorage sites being considered in the process, choosing the Coastal Acres project and expansion of the existing docks as the first project necessary for solving commercial fishing needs.

The Swanson property along the Barview waterfront and the Barview Wayside across from Charleston were selected as both short-term and long-term solutions for sport boat needs.

The area north of the Point Adams breakwater and the Sitka Dock property were chosen as long-term sites for commercial moorage, while the North Point site between the Highway 101 and Southern Pacific Railroad bridges in North Bend was chosen as a possible long-term solution for sport-boat moorage.

The choices were made after the workshop participants discussed concerns about each of the sites based on a comparison sheet drawn up by a task force earlier Wednesday.

Wednesday's task force meeting also included helicopter flights over each of the sites being considered, provided by the U.S. Coast Guard.

Some of the discussion Wednesday night raised concerns that the clam bed some people want to protect in the Coastal Acres area is not worth protecting.

"The clam bed may be dug out and the clams may not be fit for consumption," Bruce Laird said, asking that the status of the popular clam digging site be checked out.

The World
4/26/79

Land use exception

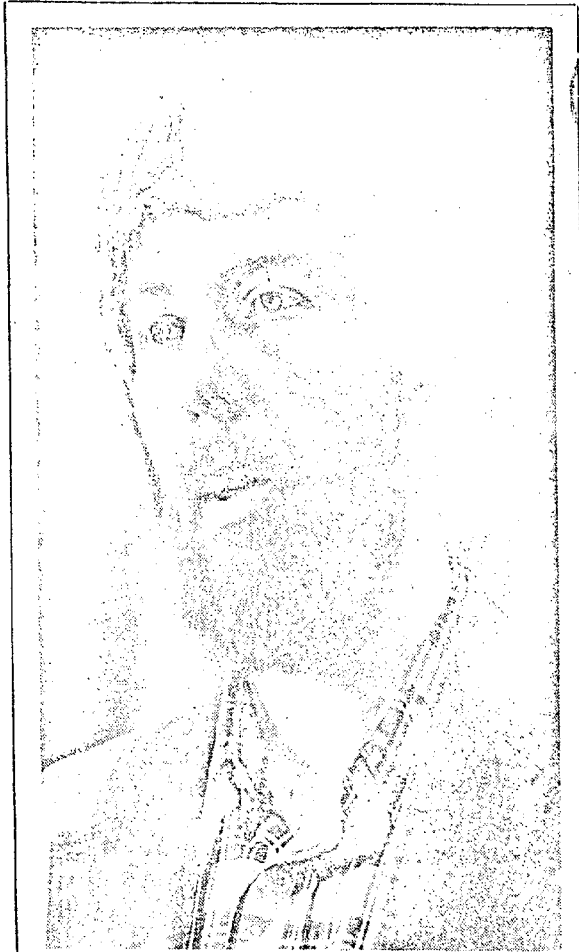
Workshop slated

A third public workshop on the land use exception for expansion of the Charleston Small Boat Basin has been set for 7:30 p.m. Wednesday at the Neighborhood Facility Building in Coos Bay.

Coos County is preparing a possible land use exception for expansion of the boat basin by the Port of Coos Bay into the Coastal Acres property south of the existing Charleston Small Boat Basin.

The exceptions process, coordinated by the Coos-Curry Council of Governments, is exploring alternative sites for the expansion, as well as other land use considerations for the expansion.

In addition to the public workshop, the task force guiding the process will meet Wednesday at 10 a.m. at the council offices in the North Bend county annex.



Restaurateur Bob More was named this week by the Coos Bay Port Commission to serve on the Port Advisory Committee. More has been active in the "Save the Bay" movement and on the Coastal Acres Exceptions Task Force for the Charleston Boat Basin. He will serve the remaining 21 months of the term of North Bend City Administrator Al Roth, who recently resigned, port officials said. More operates the Knight of Cups coffeehouse and restaurant in Coos Bay. — World photo by Vince Kohler.

COQUILLE — The cost of free courthouse telephone lines to Eandon, Myrtle Point and Powers will be considered by the county budget committee this year, the Coos County Board of Commissioners decided Monday.

The board tabled action on the free telephone service for budget committee review after hearing a complaint that the Bay Area should not be favored with the only toll-free lines.

Commissioner Jack Beebe told The World that the matter was tabled because of the high cost — estimated to be \$458.85 per month for all three cities.

By comparison, the two toll-free lines to the Bay Area, which includes Lakeside, cost the county \$139.75 per month, Beebe said.

"We figured it had to go to the budget committee," he said, "and we're going to do some more checking on it."

Beebe noted that the outlying cities do have toll-free access to the sheriff's office for emergency situations. Those callers should ask their operators for Commerce 9416.

In other matters, the board set aside an application by Les and Sheri Golbek to operate a waste disposal site because site approval has not yet been considered by the county planning commission.

The Golbeks hope to operate trash burners on the North Spit, recycling the energy created for use by a consortium of seafood processing firms.

Beebe said the move to table the request for a waste disposal franchise was not a reflection on the project, but simply a procedural matter.

"They were getting ahead of themselves," he said of the Golbeks. "They had the cart before the horse."

The county recently voted to purchase two trash burners but offer them for sale to private parties, including the Golbeks, up until 30 days before the delivery of the machines. The move assured that the county would be receiving the two trash burners, regardless of who owned them, in time to solve its solid waste disposal problems.

The board also heard Monday that the land-use goals exception for expansion of the Charleston Boat Basin will be completed one or two weeks late.

Sandra Dietrich, director of the Coos-Curry Council of Governments which is preparing the proposed exception, told the board the delay will result from better-than-expected citizen involvement in the exception process.

The delay will not change the consideration date for the county's next meeting from the end of April, as originally scheduled.

By CHARLES KOCHER
Staff Writer

Two boat basin expansions were chosen as the top priorities for federal funding Thursday night by the Coos County Overall Economic Development Committee.

The committee chose expansion of the Charleston Small Boat Basin as the county's top project with improvement of the Bandon Boat Basin as the second project.

The priority list projects will be meshed with those from Curry and Douglas counties in May. The combined list will be used for disbursement of federal Economic Development Administration grants during fiscal year 1980 which begins next November.

Projects which topped the list last year and are being funded at the present time include the Brookings-Harbor industrial water line and the Eastside water line.

The two boat basin projects topped two proposals by the Coos Bay-North Bend Water Board for substantial improvements of its Pony Creek water supply.

Third-ranked project

Raising the main Pony Creek dam by 21 feet to increase the capacity of the system ranked third on the committee's list. Replacing the Pony Creek treatment plant with a new and larger treatment system ranked fourth.

The Port of Coos Bay is asking for \$600,000 to help fund its proposed \$1.2 million expansion of the Charleston Boat Basin. The project, which would be located south of the existing basin, would accommodate 165 boats, according to Port Manager Steve Felkins.

State permits for the project have been held up while Coos County considers an exception to state land use goals for the project.

Felkins told the committee that if the port does not receive the grant, it would require a "substantial" increase in all moorage fees to pay for the project. If the expansion is forced to be relocated at some other site, he said the project would

require voter-approved and tax-supported general obligation bonds.

The Port of Bandon is seeking \$1,433,320 in federal funds for the \$1.8 million improvements to its boat basin, a project which it hopes would make the harbor usable during winter months.

A new ratio

The U.S. Army Corps of Engineers has adopted a new cost-benefit ratio for the project, estimating that \$10 in benefits would be derived from every \$1 spent on the Bandon project. The former estimate was 60 cents in benefits from \$1 in construction funds.

The Bandon project was third on last year's priority list.

"In no way are we in competition," Felkins said of the Bandon and Coos Bay

projects, noting that any increased moorage at Bandon would relieve the pressure on Charleston.

Bandon officials told the committee that 47 commercial fishermen live in Bandon but most moor their boats in Charleston during the winter, and many of these fish off the coast between Bandon and Port Orford.

The Pony Creek Dam project would cost a total of \$1.3 million, with a grant of \$1,040,000 requested, according to Water Board Manager C.W. "Cal" Heckard.

Heckard said the water board, acting Thursday, authorized him to go ahead with a geological and technical study of the project, hoping that it can be under construction in 1980.

"This is the maximum

height we can take the dam to," he said. The project would increase the water supply from the creek by 20 percent or one million gallons per day.

The new water plant would cost a total of \$3.1 million, with the water board seeking a federal grant of \$2,500,000. It would replace the existing 53-year-old plant, Heckard said.

The new equipment would provide better quality treatment and double the maximum capacity of treatment from the watershed.

The committee also heard a proposal for a feasibility study of locating light industrial developments in Myrtle Point, sponsored by the Myrtle Point Chamber of Commerce, but delayed action on setting a priority because of another proposal that may be submitted.

Coos Bay estuary "Attitude survey" urged

By CHARLES KOCHER
Staff Writer

An attitude survey on uses of the Coos Bay estuary was recommended Monday by the task force guiding the land use exceptions process for the proposed Charleston Boat Basin expansion.

But the task force recognized the survey could not be done just for the exception, and agreed to recommend that the attitude survey be conducted as the entire estuary plan is completed by the county.

In other business Monday, the task force added possible moorage basin sites back to the list of feasible alternatives after reviewing public comments from a workshop last week.

Calling the public workshops "productive" but lopsided with fishermen participating, task force member Bob More said the exceptions process is not reaching the general public.

"We need a cross-section of affected citizens," he said. "An attitude survey would be a good thing, but I don't see how you can do a survey on just the exception."

But other members felt the public workshops have been sufficient.

"I'm glad there were a lot of fishermen there," said Ruth Day. "It reflected the make-up of Charleston."

"I don't see why we're so concerned with the public when the public isn't concerned," she added. "I just don't see why we make such an intense effort to get people to express opinions when they really may not have any."

Task force member Dick Vigue suggested the task force draft suggestions for the survey and perhaps begin toward finding the solution to long-term moorage needs.

"Maybe through the attitude survey, we could establish that this expansion is a good idea and that it's not just a whim of the county," he said.

At the same time, Vigue said, the task force should "look at the long-term

force review of all possible alternative sites to the Coastal Acres property proposed by the Port of Coos Bay.

Vigue worried that discarding the North Spit site for the current moorage needs might be used by opponents of the North Spit developments in future application processes.

"It's two different uses," Jeff Kaspar of the Port of Coos Bay said of the two projects, but admitted "The document could be used against us."

"I don't want a state agency or anyone else to grab hold of this (exception) and say 'your task force ruled that out,'" Vigue added.

Public comments had left the Coastal Acres site, Barview Wayside, the Swanson property along Empire, Siska Dock and dry-land storage as the alternatives to be studied in depth in the process.

Monday, the task force added property near Peterson Sea Foods, North Spit, north of the breakwater at Charleston, expansion of the basin toward the channel, inland sites on North Spit, North Point in North Bend, Pony Slough, and Coos Bay Aqua Center along the Empire channel.

Expansion alternatives aired

By CHARLES KOCHER
Staff Writer

Property owned by Julius Swanson along the Empire waterfront emerged Thursday as the strongest of alternatives to using the Coastal Acres site for a boat basin expansion.

The Swanson property, 40 acres located between the current Empire docks and the Coos Bay Water Treatment Plant, was one of four sites pegged for further study after public discussion of the alternatives Thursday night.

The meeting was held to gather public input about the proposed Coastal Acres boat basin expansion as the county prepares a possible exception to state land use goals for the project.

The Coastal Acres project, proposed by the Port of Coos Bay, would expand the docks of the Charleston Boat Basin south, providing 180 new boat slips. The project, estimated to cost \$1.2 million, would not involve expansion of on-shore facilities.

A permit for dredging in the expansion area was denied by the Oregon Division of State Lands after public hearings earlier this year, with state officials complaining that the county's land use plans were not complete. Those comments sparked the exception process.

Other sites to be studied in depth as a result of Thursday's meeting include Sitka Dock and Barview Wayside, both along the Barview waterfront.

The concept of dry land storage will also be studied, without a specific location attached to it, according to Coos-Curry Council of Governments Director Sandra Diedrich who is coordinating the exceptions process.

But it was the Swanson property which drew the most comments, and tentative support, from the crowd of about 50 persons Thursday night.

"I think this site would be pretty nice," said Forrest Taylor, North Bend. "We need something for the bigger boat; that's a very good site there."

Horace Byler, Coos Bay, said he measured the water along the property at low water Thursday and found 18 to 20-foot depths. "It's a viable site that has been used in the past," he said. "The

access is there and its away from ocean surge.

But fishermen complained the site is not away from the surge of ships passing in the channels and the chop created by summer winds.

"It would need a breakwater on three sides to knock the wind and swell down," said Bert Johns, Coos Bay. "Otherwise the cost of repairing damage to boats and pilings would be high."

"The capital investment is going to be enormous," said Bob Hudson, Charleston. "The cost difference (between Coastal Acres and the Swanson property) would be profound. Can we afford it?"

Though utilities and road access are available, fishermen noted that marine support facilities are not available and duplicated management would be needed by the Port of Coos Bay.

Comments about the Sitka Dock property were much the same as the Swanson property, with the cost of purchasing the Sitka Dock property in question.

Barview Wayside, commented Port Commissioner Chet Lapp, "was a no-touch situation as far as the state was concerned a year ago." But Bob More, Coos Bay, said community attitudes may have changed now that the need for moorage has become acute.

"It's a good site to look at," More said. "There's a potential there for the future."

Sites eliminated from serious consideration by the group Thursday included two sites south of the South Slough Bridge, three other sites in the immediate area of the existing boat basin, Pony Slough and North Point in North Bend, two water-front sites and two inland sites on North Spit, two sites on Haynes Inlet and the Coos Bay Aqua Center proposal along the channel offshore of the Barview waterfront.

Expansion of boat basin

'Careful groundwork' urged for exception

The scope of an exception for the proposed Coastal Acres boat basin expansion was questioned Friday by a federal official, who said the exception may substitute for an environmental impact statement.

Chuck Walters of the National Marine Fishery Service met with the task force guiding the process which would take exception to state land use goals for the project in the Coos County Comprehensive Plan.

Walters' questions about the document came when task force members mentioned they were not considering deep draft docks to be within the realm of the search for alternatives.

"We have to be very careful to lay the groundwork," Walters warned. "If we just build this expansion for the demand (the waiting list of vessels for the existing basin), what are we going to do for larger boats in six months to a year?"

"If you do the exception process correctly, you might not be asked to do an ecosystem statement . . . and environmental impact statement," he argued, "and you know how long those can take."

"I'm afraid we'd bog down," said Bob Hudson, a member of the task force.

"We need to look at the need that is going to exist for the next five years," agreed Jeff Kaspar of the Port of Coos Bay.

Sandra Diedrich of the Coos-

Curry Council of Governments told Walters the review of all moorage needs on the bay is the function of the county's entire estuary plan, a document that is in the beginning stages and not completed.

"We are not doing an estuary plan in this process," she said. "There is an implied scope in the need described by the demand for moorage at the Charleston Small Boat Basin. Those 180 constituent boats are not greater than 90 foot in size."

Kaspar said the majority of the demand is for boats right at 30 feet long and between 60 and 90 feet, the sizes that could be handled by the proposed expansion.

In other discussion Friday, the task force asked Diedrich to gather information on the several forms of pollution in the area of the basin which may be involved, including that from fish wastes, human sewage, oil and grease, and garbage.

Bob More of Coos Bay indicated that state monitoring of the area already shows pollution by human waste, but other members of the task force said U.S. Coast Guard rules will require holding tanks on all boats within the next few years.

The All-Coast Fishermen's

Marketing Association also offered to make a random survey of port district residents to get a valid opinion sample on whether more moorage is needed on the bay, and whether that moorage should be at the Coastal Acres property or elsewhere.

Participants at a public meeting held recently on the Coastal Acres exception, answering similar questions, indicated 40-0 that more moorage is needed, 29-7 for expanding the small boat basin, and 9-23 that another site should be used.

The World 3/24/59

Q.: I WANT TO KNOW if there is a conflict of interest with Rep. Bill Grannell, D-North Bend, owning a portion of the Coastal Acres property which Sen. Jack Ripper, D-North Bend, is supporting for the boat basin expansion?

A.: "I have not become involved in any way," Grannell says. "I've even told my staff to stay away from any meetings on the subject."

Grannell is one of the eight owners of the Coastal Acres property which the Port of Coos Bay has an option to purchase if it can get a state permit for the expansion project. The proposed purchase price is \$120,000.

Ripper has no financial interest in the property, Grannell says.

As a result of his interest, Grannell says he has not become involved in efforts to win the state permit and has even avoided the process.

The group of eight owners purchased the property "10 or 12 years ago," Grannell says, for a price of \$32,000. The official name of the group is Coastal Acres Inc., and involves several former North Bend teachers, their friends and relatives.

Lack of moorage and solution to it aired at basin talks

Complaints about the lack of moorage on the bay and the "short-sighted" solution in expanding the Charleston Boat Basin were aired Thursday night at a public workshop on the project.

"I'd be glad to move if they'd give us a place to park our boat," said Charleston resident Jean Gunnari. "It's worth more than the house."

But opponents of the expansion into what is known as the Coastal Acres property called the project "a Band-Aid approach" that will be full as soon as it is completed.

"It's very bad to lose sight of that," said Bob More, a member of the task force working on an exception to land use laws for the project. "This is going to be filled just as soon as it's built."

The workshop, attended by about 30 persons including two dozen fishermen and seafood industry employees, was the first of three to discuss the exception for the Coastal Acres project.



PETE EAMES
Port caught in a bind

The proposed moorage, according to Jeff Kaspar of the Port of Coos Bay, would provide space for about 180 vessels just south of the existing boat basin.

Thursday's meeting was designed to discuss the need for the expansion and possible alternative sites for moorage on the bay.

"The boats are getting bigger and because of the changeover, the port's been caught in a bind," said Pete Eames. "It was designed for 50-foot vessels and we're looking at 65 to 100-foot vessels. Those are the ones that can catch a wide variety of products."

Roy Gunnari, a member of the Pacific Fishery Management Council, complained that he had been given an eviction notice on the slip he has subleased for two years.

"I've been on the waiting list for two years for my shrimper," Gunnari said, explaining that he subleased a slip in the meantime. "Now his boat has arrived here so I've got to move."

"Boats are coming more and more all the time," Gunnari said. "We're going to need more facilities in the future."

Like the task force guiding the work, the group Thursday night decided that any alternative sites would have to be located north of the South Slough Bridge at Charleston and south of the Highway 101 bridge at North Bend.

Using those parameters, the workshop participants discussed:

- North Point, located between Highway 101 and Southern Pacific Railroad bridges in North Bend.
- Sitka dock, the former pulp mill site at Barview.
- The Swanson Property between the existing Empire Dock and the Coos Bay Sewage Treatment Plant.
- The Coastal Acres proposal.

It was the proposed expansion project which drew most of the debate among the workshop participants.

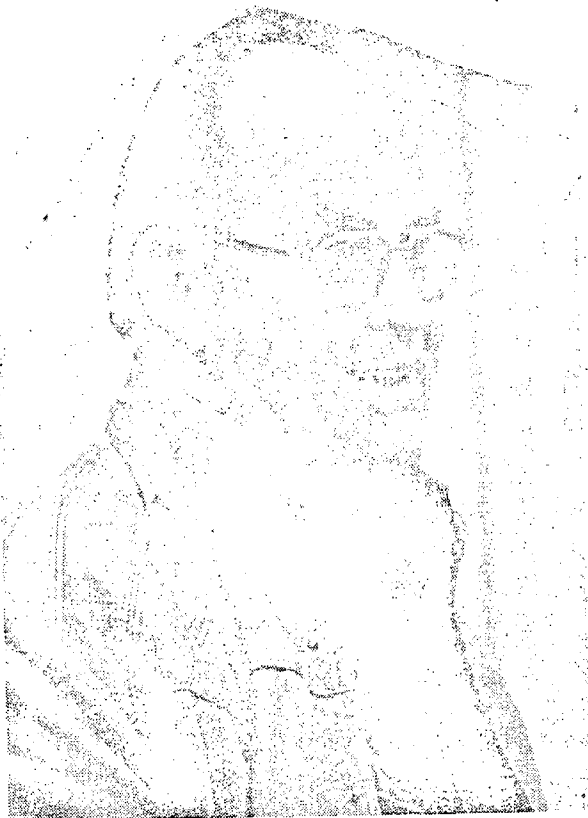
"It would cost everybody less," said Joe Pugh of Charleston.

"But that whole strip would be unlivable," countered another Charleston resident. "Consider that people do live there."

At a meeting of the Charleston-Barview neighborhood group last Sunday, residents voted overwhelmingly to support the project, according to Sandra Diedrich, director of the Coos-Curry Council of Governments which is

(Continued on Page 2)

OVER



ROY GUNNARI
Evicted from his slip

Lack of moorage aired at session

(Continued from Page 1)

preparing the exception.

"It's true it was largely fishermen, but most of them live in Charleston," said Ruth Day, a member of the exception task force. "Those voting against it were newcomers."

Lorance Eickworth of Coos Bay reminded the audience the state permit for Coastal Acres was originally denied because of the clam beds that would be disturbed.

"All you've done is made the clams less accessible to the clam digger," countered workshop chairman Dick Vigue. "I have to wonder if we're actually destroying clams or a recreational area."

Port officials noted the boat basin expansion would not disturb the clam beds near the beach of the property which are most often used by clam diggers.

The next public workshop on the exception process is scheduled for 7:30 p.m. March 28 at the Neighborhood Facility Building in Coos Bay.

The exception should be ready for consideration by the Coos County Board of Commissioners by the middle of April.

'Boat basin exception'

Paperwork nearly done

An application calling on Coos County to grant a planning exception that would allow the Port of Coos Bay to construct a controversial pier at the Charleston Boat Basin is expected to be finished the week of April 15, the port's commissioners learned at their regular meeting Tuesday afternoon.

The commissioners listened to reports on the status of the exception application from Jeff Kaspar of the port staff and Sandra Diedrich, director of the Coos-Curry Council of Governments which is writing the application.

Diedrich told the port commissioners that two series of meetings have been planned on the proposed exception — one series for a technical task force on the application and the other for the public.

She said the first of three "public involvement workshops" on the boat basin issue will be held at the Coos Bay Neighborhood Facility Building on Hull Street at 7:30 p.m. Thursday. The meeting will deal with the exceptions process in general, issues involved in the port's construction proposal, and alternatives to it, she said.

A second meeting will be held at the Neighborhood Facility Building at the same time March 28, and scheduling of a third is pending, she noted.

The port district is applying for an exception to Coos County's

developing comprehensive land use plan because state authorities have refused to grant a permit to build the pier, which would provide new moorages for commercial and pleasure boats at Charleston.

However, officials of the Oregon Division of State Lands have said a permit would probably be granted if Coos County decides to make an exception allowing the pier to be constructed in its comprehensive land use plan.

The port district appealed the

Public involvement due reports Diedrich

DSL's permit refusal at a hearing in North Bend earlier this year, but also decided to apply for an exception to the county plan.

According to Diedrich, meetings of the technical task force on the exception for the boat basin will be held at the CCCOG offices in the county annex in North Bend March 23, March 26, and April 6. All meetings are set for 10 a.m., she said.

"Citizens are especially encouraged to attend the public involvement workshops at the Neighborhood Facility Building," she told The World.

The completed application will go to the Coos County Board of Commissioners for final action, she said.

In other action at Tuesday's meeting, held at the port offices in the Fitzpatrick Building on the Coos Bay Mall, the commissioners "tabled indefinitely" action on a request for a lease option at the Charleston Boat Basin recently submitted by Chuck's Seafood.

The firm wants to lease port-owned land at the basin to expand a fish-processing plant there. However, the commissioners said Chuck's must first submit to them detailed plans for the project.

Jeff Kaspar told the commissioners that work is expected to get under way in June on a planned expansion of the U.S. Coast Guard dock on the west shore of Coos Bay.

The work is expected to be carried out between the time the cutter Modoc leaves the port for reassignment and the arrival of its larger replacement, the Citrus, Kaspar said.

The Citrus is a buoy tender which will be refitted at Seattle, Kaspar said. The refitting is expected to leave the Coos Bay dock vacant for "one to 1½ months" this summer, he noted.

Kaspar also said that repair of roads at the Charleston Boat Basin is expected to take place in May. The roads at the basin have been severely damaged by winter weather, according to port officials.

Exceptions process under way

Work begins on Coastal Acres

The first public workshop in the Coastal Acres boat basin expansion exceptions process was set for Thursday night by the task force overseeing the project Friday.

The Coos Curry Council of Governments is developing the exception to state goals for the county in an effort to allow expansion of the Charleston Small Boat Basin.

The public workshop was set for 7:30 p.m. in Room 2 of the Neighborhood Facility Building.

In other discussion Friday, the task force reviewed the work program for developing the exception and set some broad parameters for possible alternatives to the Coastal Acres site.

The exception will review the need for the boat basin expansion, the consequences of the project, alternative sites and the compatibility of the Coastal Acres site to existing adjacent land uses.

In general, the task force decided the alternatives to the Coastal Acres property lie between the Highway 101 McCullough Bridge on the north and the South Slough Estuarine Sanctuary boundary on the south.

Specific sites the committee suggested for study include Sitka Dock, North Bay Industrial Park on North Spit, the Empire waterfront, North Point in North Bend, Pony Slough, the Barview Wayside, the north side of the Charleston breakwater, and south of the Cape Arago Highway Bridge over South Slough.

Also mentioned were Haynes Inlet and North Slough, dryland storage with a hoist and any possible upland site where a new water area might be dredged out.

Thursday the public will be asked to review the proposed work program, identify the issues surrounding the boat basin expansion, discuss the needs and criteria for an expansion and help identify alternatives.

Four more task force meetings and two more public workshops are planned before the exception goes to public hearing before the board of commissioners at the end of April.

Boat basin 'exception' sought

By CHARLES KOCHER
Staff Writer

COQUILLE — A work program for a planning exception to allow expansion of the Charleston Boat Basin was authorized Wednesday, aiming toward a final consideration of the plan by the end of April.

Coos County Council of Governments Director Sandra Diedrich presented the work program to the Coos County Board of Commissioners, who approved the detailed document.

The work will lead to a decision on whether an exception should be taken to state goals to allow expansion of the boat basin into what is called the Coastal Acres property south of the existing basin.

A state permit for the dredging necessary to the project has been held up while the county prepares and considers the exception. The exception would become a part of the county's comprehensive plan. The county has already adopted a similar document to allow ex-

pansion of an airport runway into the bay.

According to the work program, six weeks of the 13-week process have already elapsed. Diedrich said the work is "on schedule" at this time.

A technical task force will begin meeting this Friday to assist with the work and public participation meetings on the exception are scheduled to begin next week.

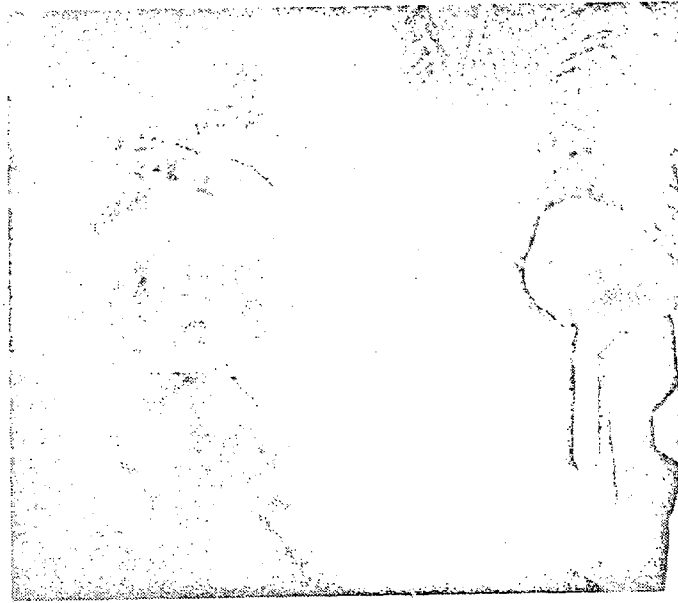
Those who have agreed to participate in the task force are Charleston resident Ruth Day, Jeff Kasper of the Port of Coos Bay, Bob Hudson of the All-Coast Fisherman's Marketing Association, Bill Mullarky of the Oregon Department of Fish and Wildlife, Dick Vigue of the Port of Coos Bay Advisory Committee, Pacific Power and Light Co. District Manager Jack Dunham, Chuck Walters of the National Marine Fisheries Service, Oregon Land Conservation and Development Field Representative Glen Hale, Coos County Ordinance Administrator Bruce

Four other task force meetings are planned in later weeks.

The task force was formed, Diedrich said, "for providing the project staff with work program advice, review and evaluation."

Key agencies participating in the project are the county, the port and its advisory committee, the county's Charleston planning group, Oregon Division of State Lands, Oregon Department of Fish and Wildlife, Oregon Department of Economic Development, National Marine Fisheries Service, All-Coast Fisherman's Marketing Association, and the U.S. Army Corps of Engineers.

In general, the exception will assess whether the boat basin expansion is consistent with adjacent land uses, define the need for the expansion, consider other alternative sites for a boat basin, and then work through citizens, advisory groups and the board of commissioners toward approval.



SANDRA DIEDRICH
Presents details of program

Meithof, Coos County Planner Bill Nesmith, and Coos Bay businessman Bob Curry Council of Governments office in North Bend.

Coos Demos told Atiyeh plan 'dead'

By CHARLES KOCHER
Staff Writer

Given a choice between an income tax refund and an increase in highway repair funds, 50 Democrats told South Coast legislators Saturday they favor increased highway funds.

The vote was part of the give-and-take at a legislative forum featuring Sen. Jack Ripper, Rep. Bill Grannell and Rep. Ed "Doc" Stevenson Saturday under the sponsorship of the Coos County Democratic Boosters.

With Ripper and Grannell present — two of the key figures in the current tax-reform battles — the subject of taxes was easily the most prevalent Saturday.

Both men proclaimed Gov. Vic Atiyeh's tax plan as dead and both explained the plans they are now backing, but with little response from the crowd.

"The governor's plan is virtually impossible to make work," said Ripper. "You can't build a wall on a broken brick."

As a result, he has proposed a plan to revamp state funding of schools, giving property tax relief across the board and limiting increases in school spending.

Grannell said flatly that his House Revenue Committee "has rejected the governor's plan" and will have its own plan ready for a House floor vote next Friday or Monday.

"We're looking for 40 to 50 votes (out of a possible 60) in the House for this plan," Grannell said, praising the bipartisan support the committee is receiving.

The committee's plan, he said, would have the state pay 30 percent of homeowner and renter taxes, increase the Homeowner and Renter Relief Program to eliminate taxes for 95 percent of Oregon's senior citizens, give income taxpayers a rebate on 1978 taxes and lower income tax withholdings, and force local governments to present any tax levy increases in a separate election from the base budget.

Ripper's plan would provide state funding for a basic education based on the number of pupils in a district and the average state salary for teachers and principals. It would also limit school taxes to \$10 per \$1,000 assessed value, and provide the same HARRP increases and income tax refunds that the House Committee is proposing.

Atiyeh has proposed the 1978 income tax rebate, a 1.5 percent property tax limit on residences, and a tax limit equal to the 1978 tax rate for businesses. He added a \$2 per \$1,000 assessed value refund for all property after legislative analysis showed most property would receive no relief under the original plan.

"It's a hell of a lot harder to give money away than to try and raise it," Ripper said.

Grannell predicted that if the House plan receives the expected 40-to-50-vote support, "that's a strong message to

the Senate."

But the Senate could, he admitted, amend the plan or send back its own plan. If the House refused the Senate's solution, the whole tax matter would land in a conference committee.

Grannell warned the House "is probably going to be pretty solid about this." Republican House members, in fact, avoided an endorsement of Atiyeh's plan at the annual Dorchester Conference this weekend.

Ripper in turn warned that whatever comes out of the legislature needs the governor's signature.

"The governor has a plan," Ripper said, "and whichever comes out, they've got to have his approval. He may veto our plan and say 'go back.'"

"Hopefully the governor will take a milder approach to opposing our plan," Grannell said. "He received 375 coupons from a statewide newspaper ad. We really don't think that's a groundswell of support."

Another change in the tax plans may be a move by Rep. Jeff Gilmour, D-Jefferson, to put the \$100 million income tax surplus in a matching fund to get more federal highway dollars.

Grannell said the funds would be used only for the repair of existing primary, secondary and county roads, and won an endorsement of the plan from the Democrats present. That endorsement, he said, was the same at similar forums in Clackamas and Deschutes counties.

In other discussion, Stevenson told the Democrats the legislature and the governor are working together to solve the problems faced by coastal developments.

"We realize there are restraints at the present time to boat basin expansions and new facilities," he said.

"We've met with the governor's assistant on natural resources and talked about these problems," Stevenson said. "We've come to an understanding. The governor said we want agencies to go out and work with the local area to clear these hurdles."

The exceptions process being undertaken for the proposed boat basin expansion at Charleston, he said, will help local agencies learn how to work with the state rules.

Questioned about state help for the production of methanol as an alternative fuel, Stevenson said "it really isn't a paying proposition at the present time."

He said both the state and local governments may be asked to commit themselves to the purchase of methanol—created from agricultural and forest wastes—to help assure a market, or the state may offer tax incentives to methanol producers.

The World 2-17-79

The public forum

Let's move institute

The World published a letter written by Andy Nasburg a few days ago. His last paragraph is worth repeating. "I'm tired of the nonproductive, retired or public servants, etc., who don't need a job, dictating to us who pay more taxes than we draw. Let's get off our duffs and fight!!!"

I, too, have noticed the economic backgrounds of the more vocal opponents of business and industrial expansion in the Coos Bay area. These opponents are mostly people on the public payroll, or retired from the public payroll, or on welfare or food stamps or some other form of public assistance. We, the silent majority, are paying for the economic support of our noisiest critics.

In the Feb. 12 issue of The World Woody Robison is quoted on moving the UofO Marine Biology Center out of Charleston. Woody can count on my full support of such a move. The center and its director may know all about fishes and crawdads, but I don't have any confidence in their knowledge of economics.

Forrest Hales
Coquille

Attack is 'incorrect'

In response to Mr. Nasburg's angry letter over the boat basin expansion problem: not only is his attack factually incorrect on all points, he is also

in error on a more fundamental level. The problems that confront, confound and divide our community will never be resolved by resorting to personal attacks.

In the first place, it is wrong to give Eickworth and Ashworth the credit for defeating the North Spit development bond. That defeat, by four-to-one, was one of the largest margins of the last election. Or is Mr. Nasburg suggesting that Eickworth and Ashworth have so much clout that they can persuade four-out-of-five voters?

Secondly, it is wrong to suggest that the bond was defeated because it would have created minimum-wage jobs. The bond was defeated because it came up in a tax revolt year and because voters felt it cost more than it would directly return to those who would have to pay for it.

Moreover, it is wrong to suggest that the North Spit development is planned primarily for a fisheries complex and to accommodate larger trawlers. The primary reason for the North Spit development is to create the deep-draft modern port facility that Coos Bay lacks, and without which Coos Bay will never fulfill its potential as a modern port.

Fourth, consideration of North Spit and alternative sites for a trawler basin was based on larger trawlers. The Port Advisory Committee has determined that the Al Pierce North Point site would also be suitable for larger trawlers and for a fisheries complex. It might also qualify as a moorage site for smaller boats. Mr. Eickworth worked with the Port Advisory Committee in studying these sites and fully supports the development of the North Point site for a fisheries complex. It also seems an unexplored possibility that some of

the sites rejected for larger trawlers would be suitable for smaller boats, as Mr. Eickworth has suggested.

Fifth, the problems in getting a comprehensive estuary plan together are in no way attributable to Eickworth, Ashworth, et. al. There is one basic reason for there being no comprehensive estuary plan as yet: too much bureaucracy with too many overlapping jurisdictions.

In conclusion, I am tired of seeing important issues degenerate into cheap shots taken at retired people or anyone else who works for their vision of a better community. We need more rational discussion of issues, not personalities.

Bob More
Coos Bay

Basin expansion exception urged

By CHARLES KOCHER
Staff Writer

COQUILLE — The Coos-Curry Council of Governments was asked Friday to pave the way for an exception to state land use goals for the proposed Coastal Acres boat basin at Charleston.

The action by the Coos County Board of Commissioners came after a meeting with Port of Coos Bay, council of governments and Oregon Department of Land Conservation and Development officials.

The council of governments, working with the port and county planning departments, will prepare the proposed exception for consideration by the board of commissioners. The need for the exception to state goals was pointed out in a contested case hearing on a state permit for the project last week.

"There's no guarantees," said Tom Towslee, aide to state Sen. Jack Ripper, D-North Bend, who called Friday's meeting. "But it increases the chances of a permit. It satisfies the needs of LCDC and it establishes a record of findings in case it pops up in court."

Towslee added, however, that the Oregon Department of Fish and Wildlife has promised to waive its objections to the project should the exception to the state goal be taken.

The exception would state the position for allowing expansion of the boat basin south into the property held by Coastal Acres Inc., which includes a clam bed. Development in a clam bed is now allowed under a section of Goal 16, which says clam beds should be placed in conservation management units of estuaries.

Bob Cortright of the Department of Land Conservation and Development outlined the exceptions process for the commissioners, telling them "most of the information you need is probably already available."

"The county and the cities of North Bend and Coos Bay went through the process once before," Cortright said, recalling the airport siting element. "As far as we're concerned, the proper process was gone through at that time."

Cortright said the exception needs to

establish the need for the boat basin expansion, consider the alternative sites for such a project, consider the impacts of using each of the sites, and show the compatibility of the development to existing adjacent land uses.

LCDC Field Representative Glen Hale said he expects the exception to be an amendment to the county's existing estuary element. "I don't feel it's that big a job," he said. "You're just incorporating the exception process into the plan."

Sandra Diedrich, director of the council of governments, told the commissioners the process should take six to eight weeks after her staff gets started. She plans to present a work program to the board of commissioners as soon as it can be developed.

"You have to consider that there has to be community involvement and coordination with other agencies," she said. "As a result of the public process, the board would then consider whether it would take an exception to one part of one goal for this project."

County Planning Director David Richey suggested the exception be developed as part of the county's regular estuary planning process, but was told the exception need not involve the entire estuary.

"The board of commissioners has decided the course of action," he said after the meeting. "What assistance our staff can provide, we will. From that point we'll discover what crossroads face us when they come up."

In making the motion to go ahead with consideration of the exception, Commissioner Woody Robison said he almost felt a conflict because of previous work the county has done in planning the area.

"I support the project," he said. "The Port of Coos Bay is an entity of the council of governments. I feel, with the load we're carrying in Coos County, Dave's hands are tied. I believe Sandy is willing to try to take this project on."

Commissioner Bob Emmett made the commissioner's neutrality, the Fish and Wildlife Department promise, and the promised aid of Ripper and the state part of the motion.

"Sen. Ripper has great faith in the county's desire to see this project completed," Towslee said. "The port has gone through a great deal of planning on its own part. The value of this project is worth the inconvenience of this exception process."

How stupid can you get?

In the denial of the permit for the addition to the boat basin in Charleston, you are setting aside an area that can be used only a few days a year for clam digging and for the use of a very small percentage of the people of the area. But as a boat basin it would be used every day.

This area needs more boat docks very badly and this is an area the port can afford. There are many commercial fishermen who would come here if they could find a place to dock their boats. They would bring their catches to the local processing plants, creating many more jobs in those plants. Most of these jobs are performed by women and this area is very short on work for women.

Many of these Fishermen would bring their families to this area, which would help all phases of the economy of this area.

Any decision about enlarging the boat basin in Charleston, or any other land development any other place, should be made by the local people of the area involved, not by a bureaucratic group far removed from the area who probably know nothing about the economic needs of the area involved.

This brings up a very grave question about the intelligence and ability of our Legislators who took the control of the economic and industrial development out of the local area involved and created these bureaucratic agencies and gave them the control of the economic life or death of local areas. It is necessary that this terrible situation be corrected by our Legislature or by a referendum vote of the people.

More about: LCDC (Land Conscripton and Destruction Committee) and DEQ (Detramental Environmental Quacks) in the future.

Ernest Drew
Coos Bay, Ore.

P.S.: It has been apparent that there is a concerted effort to curtail all industrial or economic development on the Oregon coast by interests removed from our area. This is also state property.

High, and too mighty

JIM ROSS, deputy director of the Land Conservation and Development Commission, apparently believes that certain of Coos County's residents and officials have rings in their noses, only to be led around by his all-powerful state agency.

Ross tugged on the rings last week when he announced, rather coolly and officiously, that if the boat basin at Charleston is ever expanded by the Port of Coos Bay, there will have to be "compensation." This is the first mention of compensation, or mitigation, of this proposed expansion, and Ross refers to it as a matter of fact. It isn't.

There are no grounds nor is there any proven evidence that the boat basin expansion has to be mitigated. This entire concept (of mitigation) is under study by a special task force, comprised of coastal officials who assume they will have some say on whether or not the concept of mitigation survives, and in what form.

Should mitigation (environmental land and-or water tradeoffs) apply to all projects? Should the state be required to give financial assistance for all mitigation efforts? Is mitigation even lawful? These and other questions await answers.

Let's remember that the entire mitigation guideline in the LCDC plan was put there without benefit of public input. We have brought this to the attention of coastal and state officials before, but still to no one's interest, apparently. We find the mitigation guidelines illegal, lacking the public input requirement.

YET, Ross comes down from Salem and tells us the basin project will be compensated. We understand the "divine right" notion that motivates such high and mighty officials such as Ross. We do not accept it, however.

As for the state's strategy regarding the expansion itself, it is almost classic. If you will:

The Division of State Lands denied a Port of Coos Bay request to expand at the basin because the area in question "would eliminate recreational clamming at this site" . . . and "reduce the productivity of the dredged area for clams and other existing tidal life."

The DSL rejection was based on a 1971 game department (now Fish and Wildlife Department) study of clam beds. That study was based solely on use of accessible clam bed areas and not on overall clam productivity. In other words, there may be many more productive clam beds than the one at the Charleston basin, but since they were not accessible to diggers they didn't enter into the department's thinking.

Interestingly, the state's DSL, Fish and Wildlife and LCDC have seen fit now to build a case against dredging. Last year and before, state agencies fought filling. (We refer to the fight against the proposed North Bend airport runway extension, eventually defeated at the state court level).

Economic growth and maintenance is truly in the hands of agencies and these agencies are willing to strangle the local economies to death, unless their hard-fast rules are obeyed to the letter.

PURSUING the basin expansion a bit more, after Sen. Jack Ripper, D-North Bend, put some heat on DSL director Bill Cox to reconsider his decision, Cox suddenly began talking about goals and guidelines and planning . . . not clam beds. A new element entered the picture, conveniently, and we suspect in conjunction with both the Fish and Wildlife Department and the LCDC. The strategy began to crystalize.

Fish and Wildlife would defer to the DSL which would defer to the LCDC which would advise nothing could be done until the county acted and the county . . . lo and behold, to no one's surprise . . . was not prepared to act since its planning had not progressed far enough. Neat. Not only did the state get out from under the heat, but wound up putting the blame on the county.

A clever package.

Meanwhile, the Port of Coos Bay desperately searches for space to create more moorages for the commercial fishing fleet . . . one of the mainstays of the local economy.

In the wake of last week's show, one wonders: Who is running the state really? It looks like it's the Jim Rosses, and they know it. And they are untouchable, it would seem.

Special meeting called

COQUILLE — The Coos County Board of Commissioners has set a special meeting for Friday morning to discuss county involvement in the proposed Coastal Acres boat basin expansion.

The meeting was called at the request of Tom Towslee, legislative aide to Sen. Jack Ripper, D-North Bend, and may include representatives of the Oregon Department of Land Conservation and Development, Port of Coos Bay, Coos County Planning Department and Coos-Curry Council of Governments.

In hearings on a state permit for the boat basin project last week, a representative of the Department of Land Conservation and Development testified that an exception in the Coos County Comprehensive Plan would be needed before the project could proceed.

Port of Coos Bay officials argued the project complies with state goals and is consistent with the interim county zoning now in effect. The county hopes to complete its final comprehensive plan and zoning ordinance this year.

Before the hearings, Ripper wrote the Division of State Lands, which controls the state permit, in support of the project.

Towslee said this morning the object of the meeting is "to get the process started so the county can request an exception to the coastal goals."

Gant argues for boats over clams

(Continued from Page 1.)

saying that 13 more commercial fishing vessels, each 65 to 85 feet long, are on their way to Coos Bay from the Gulf of Mexico.

There is no moorage for them, Gunnari said.

"All the ports on the coast are pretty well filled up," he explained.

Lack of moorage could hamper exploitation of underdeveloped fish species such as Pacific whiting, Gunnari said.

The Pacific Fisheries Management Council is comprised of representatives appointed by the governors of Oregon, Washington, California, and Idaho, as well as representatives of the National Marine Fisheries Service and the heads of the fish and wildlife departments of the member states.

Attorney Jeff Campbell, Coos Bay, argued in testimony that the port's plan is not in conflict with state land use planning goals. Campbell said he does not believe "that all local development must cease until the county develops a comprehensive plan. I don't think that follows the dictates of common sense."

Campbell took issue with testimony Thursday by James Ross of the state

Land Conservation and Development Department.

Ross said that Coos County must propose an exception to its unfinished comprehensive plan in order for the DSL to grant the port a dredging permit.

The county's interim zoning ordinance and estuary plan are still in effect and legally allow the pier project to proceed, Campbell maintained.

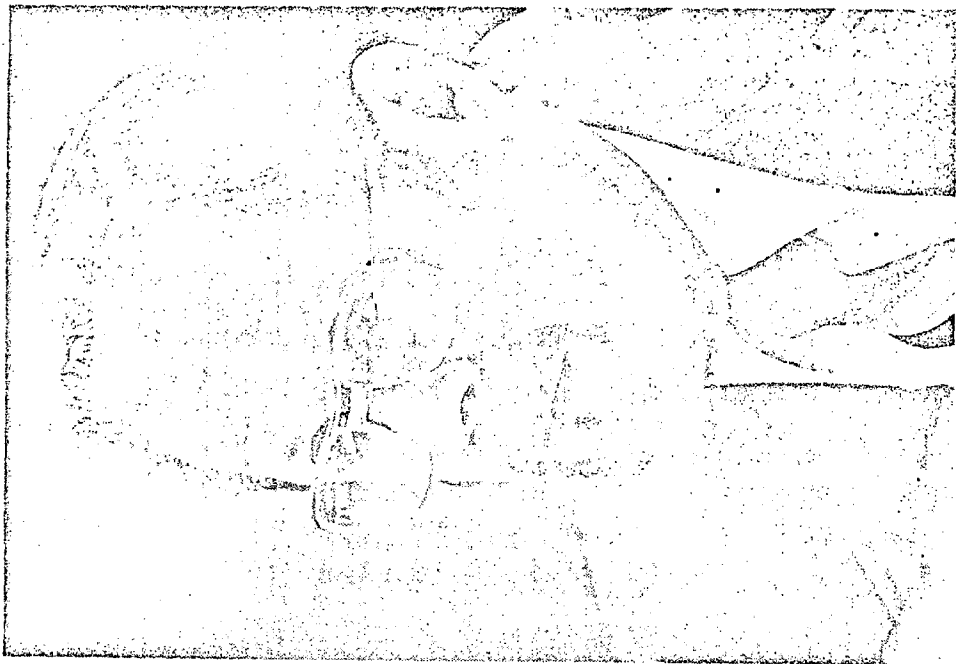
"I don't think it was the intent of LCDC to stop all development," he said, acknowledging that legal opinions on the issue differ.

The state called no witnesses during the hearing's second session.

Gant and Kruger shook hands at the hearing's conclusion, and received praise from the state hearing officer, who called them "two highly competent lawyers who tried matters as gentlemen."

Dale Snow of the Oregon Department of Fish and Wildlife, Newport, was one of those who testified at a state hearing held in North Bend Thursday and Friday.

The World incorrectly reported Snow's name as being Don Snow.



ATTORNEY GEORGE GANT
Argues case for Port of Coos Bay

State hearing on boat basin pier appeal

Port pledges 'rock solid' figures

By VINCE KOHLER
Staff Writer

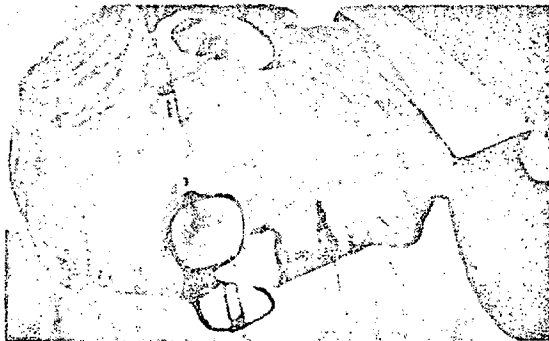
A state hearing on the denial of a permit to the Port of Coos Bay to build a pier at the Charleston Boat Basin moved into its second day this morning, with port officials promising to produce "rock-solid" statistics showing that a shortage of moorages for commercial and recreational vessels at the basin is of critical proportions.

Port operations manager Jeff Kaspar is expected to discuss the figures in testimony before state hearings officer Carlotta Sorensen, Salem, beginning at 9 a.m. Kaspar will be called as a witness by the port's attorney, George Gant, and will be subject to cross-examination by Clarence Kruger of the Oregon Attorney-General's office, representing the Division of State Lands which denied the permit application in November.

The DSL rejected the port's application because it said the proposed project would disrupt clam beds.

However, port manager Steve Felkins said Thursday that alternative pier sites are too expensive for the port to develop.

"I feel that the number of people using new recreational (boating) facilities would far exceed the number of people digging clams," he added.



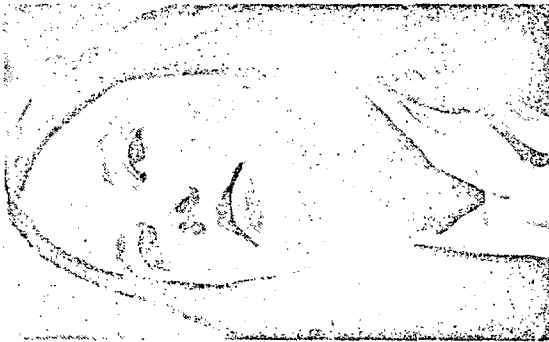
ED CONDON

'High need for moorage'

There is need for 150 to 180 new moorage spaces at the basin, according to testimony Thursday.

The hearing's first day was also marked by testimony pro and con by state and federal officials and scientists.

James Ross, deputy director of the Department of Land Conservation and Development, said the state would conditionally approve the port's plan to build a moorage for 150 vessels if Coos County



SALLY CRAMER

'Feds oppose plan'

adopts an exception allowing it in the county's developing comprehensive land use plan.

Sally Cramer, a biologist for the National Marine Fisheries Service in Portland, said her agency opposes building at the pier because dredging at the seven-acre site would destroy the clam beds.

Although Cramer described her prepared testimony as a general "policy statement" on behalf of her agency's regional director, Don Johnson, Seattle,

the statement specifically addressed the Charleston project.

"Construction of marine facilities in the proposed location would be a severe biological and recreational loss which cannot be supported by NMFS. We recommend that alternative marine sites be investigated through a coordinated comprehensive Coos Bay estuary plan," Cramer said.

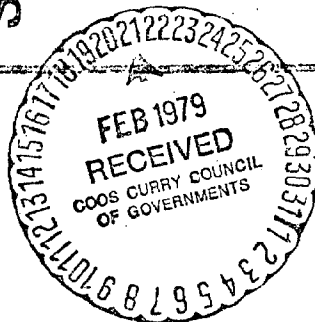
Gant objected to the inclusion of material described as policy statements in the hearing record, but was overruled by Sorensen.

Also included in the record was a written policy statement from the Oregon Department of Fish and Wildlife, which said that the agency believes that the pier proposal is "not consistent" with state land use planning goals for estuaries.

However, the department added, "If Coos County obtains an estuarine goal exception for the development at the proposed site the department would withdraw its objection to the use of the site."

Floyd Shelton, a spokesman for the Oregon Department of Economic Development, supported the port's scheme.

Additional moorage at the basin will help the area's developing Pacific whiting industry as well as recreational (Continued on Page 2)





CARLOTTA SORENSEN
Consulted water laws



DON SNOW
Displayed specimens

CB port promises 'rock solid' figures

(Continued from Page 1.)

boaters, Shelton testified.

Although Cramer described her prepared testimony as merely a general "policy statement" on behalf of Johnson, the statement specifically addressed the Charleston plan.

The plan was also supported by Paul Donheffner of the Oregon State Marine Board, who said there is a critical shortage of moorage space in Oregon's three largest deep water ports — Coos Bay, Yaquina Bay, and the Columbia River.

One representative of the Oregon Department of Fish and Wildlife, Don Snow, Newport, warned that dredging would disrupt marine life in the area.

Bill Mullarkey, another biologist for the Fish and Wildlife Department, gave a review of marine life in the general area. It is rich with

fish, including shiner perch, staghorn sculpin, English sole, and starry flounder, Mullarkey said.

Another biologist from the department, Mike Hosie, Charleston, said he supported the port's plan, as did Ed Condon, an extension oceanographer for Oregon State University, Corvallis.

"In Coos Bay, the (moorage) shortage is in excess of 100 boats ... moorage space is cramped up and down the coast ... Coos Bay is classed by LCDC as a port that can be developed," Condon said.

Also commenting at the hearing was Tom Shields, North Bend, representing the 45-member South Coast Offshore Yacht Club, who said that the need for recreational boating facilities is growing. He added that he believes that the area that would be disturbed by dredging would be very small.

Ripper enters fight *The World* 11/11/79

By JERRY F. BOONE
News Editor

Sen. Jack Ripper has called upon the Oregon Division of State Lands to approve plans to build an expanded boat basin at Charleston — saying a conflict between the DSL and local governments "has gotten completely out of hand."

The DSL two months ago turned down a request by the Port of Coos Bay to expand the boat basin into an area known as Coastal Acres.

The Coastal Acres tract is owned by private individuals but has been offered for sale to the port for possible expansion of the basin.

The port has agreed to purchase the site — but only if it can secure the permits needed to expand the basin.

The Coastal Acres tract lies between the bridge to Charleston over the South Slough and the present boat basin.

According to the DSL, the land is unsuitable for a basin because it is the fifth most productive clam bed on Coos Bay's system.

"I guess it's a case of what is more important to the economy of the area," said Steve Felkins, manager of the port. "Is expansion of the boat basin needed more than a clam bed?"

Apparently Ripper agrees.

In his letter to William Cox, DSL director, he pointed to the site being zoned properly and the need for the basin for economic growth. He also said it has received review by state and federal agencies.

"There is one more issue I am personally asking you to consider," he wrote. "This project is an important step toward maintaining Charleston as a viable Oregon coast fishing port. The completion of this project combined with new off-shore fisheries will do much to enhance the economic growth of the area."

"On top of that," he added, "this project fits the criteria of a water related use which appears to be the catch phrase when deciding the fate of any project on or near Coos Bay. I would be extremely disappointed if this project were struck down on that basis."

Ripper added that "with the usual exceptions" the project has support of the community that has tried on several occasions to improve the economy of the area.

"The conflict between the DSL and local government has gotten completely out of hand," he charged. "The approval of this project would be a large step towards restoring the partnership between state and local government."

And the sparks fly

Expansion of *The would rebuild* basin argued

By JOHN DEAN
Staff Writer

Local fishing barons and state officials parried, clashed and, occasionally, meshed at a "summit conference" for the South Coast fishing industry Tuesday at Southwestern Oregon Community College.

Producing the most sparks was the

refusal by State Lands Director Bill Cox to allow the Port of Coos Bay to construct a new boat basin in the Charleston harbor.

"If we don't get that boat basin expansion, we're not going to get any more industry here," warned Bob Hudson, manager of All-Coast Fishermen's Marketing Association.

"Piecemeal development in estuaries will no longer fly," responded Rollie Rousseau, assistant to the director of Fish and Wildlife Department.

Different attitudes

Rousseau contended that Coos County's sluggishness in forming a comprehensive plan played a part in Cox's decision.

Referring to a harbor expansion in Newport, he said, "You have to admit it, gang, the advantage Yaquina Bay has had is its attitude has been different. Their comprehensive planning is in advanced stages.

"We have to live with it," he said of land-use planning. "But people (here) overall have been reluctant to accept that. That's why these problems arise."

No more permits

"There's two sides to a coin," Hudson responded angrily. "You can hide behind a state law as well as cite it."

Added Port of Coos Bay President Bob Younker, "There will be no more permits issued in the Coos Bay area until we have a comprehensive plan. That's what I hear you saying."

Referring to Rousseau and Jack Donaldson, state director of Fish and Wildlife, Younker said, "You both stand up there claiming you operate by the laws. It sounds to me you're adding editorial comment to your recommendations."

Lands director Cox a month ago denied the port's request to dredge a six-acre area just south of the present Charleston boat basin to harbor more boats.

We're in trouble

Cox noted in his opinion that the area was the fifth-best site for clamming in the bay, a comment the fishermen were quick to seize on.

"If this is the fifth largest clam bed in the Bay Area, then we're in trouble," said Hudson. "There's not that many clams in there."

Port officials have asked Cox to review his decision, and a full hearing will be held Jan. 25-26 in Coos Bay.

Hudson said that nearly every other port on the South Coast is expanding, including Brookings, Gold Beach, Port Orford, Bandon, Winchester Bay and Newport. "We can't, and why the problem seems to be unique to Coos Bay I don't understand.

"We've got an awful lot of boats that passed Coos Bay by because they couldn't find moorage," Hudson said.

"It was exposing a lot of local people to where the power is," port manager Steve Felkins said of the meeting.

Protection for Charleston basin

\$2 million jetty project is announced by corps

By JERRY F. BOONE
News Editor

Construction of a \$2 million project aimed at curbing damage to boats and mooring gear at the Charleston boat basin could begin next April or May, according to Port of Coos Bay officials.

The Army Corps of Engineers has asked for comment on the project, which involves building an 800-foot extension of the jetty that now protects the boat basin.

The extension will begin at the end of the existing rock jetty — where the Point Adams-Alaska Packers plant is located — and go north toward the main channel for 800 feet.

Corps of Engineers researchers estimate 41,000 tons of stone will be needed to construct the extension, which will be built 14 feet above mean low water levels. The existing breakwater also will be raised by placing an estimated 24,800 tons of stone on the top and one side of the jetty.

Jeff Kaspar, Port of Coos Bay operations officer, said the design is expected to eliminate about 90 percent of the surge that has plagued boat owners at the basin over the past few years.

The jetty has been "overtopped" in recent years by waves, and some of the material has been washed out of the rock and sand formation, allowing wave surges to buffet the boats and docks there.

Last winter, storms did an estimated \$75,000 damage to the basin — with an unestimated amount of loss to boats moored there.

The storms caused a couple boats to begin sinking, broke pilings, tore some



Divers work to raise the Sea Mist which sank at the Charleston boat basin during a winter storm

about a year ago. Storms also caused damage to docks and pilings. — World photo.

of the boats loose from their moorings and sent large logs into the basin where they endangered boats moored there.

Kaspar said the \$2 million job is to be financed with federal funds administered by the corps under its maintenance budget. No local funds will be used in the project.

A session on the proposed project was held last summer in Portland, at which time the Corps of Engineers unveiled results of its computer study of the effect it may have on the South Slough Sanctuary.

The engineers determined the jetty would have little effect on the tidal flow and salinity of the sanctuary... a determination that may draw comments from managers of the sanctuary and the Oregon Department of Fish and Wildlife, who said at the meeting they did not agree with the results.

If formal objections are filed, the Corps of Engineers may have to delay the construction timetable until after hearings are held and the environmental concerns are resolved.

Opinion page

Editorials,

columns,

letters...

Dick Cosgrove, publisher Jerry Baron, managing editor

Big boat . . . shallow basin

RUSSELOTT'S problem — a boat too big to operate in its home port — is not unique.

Ott and Tom Peterson own the Ocean Leader, a 120-foot modern fishing vessel designed to go after anything from Alaskan king crab to Pacific whiting. The boat draws 17 feet and is limited to using the main channels in "downtown" Coos Bay, Astoria and Newport.

The channel at Charleston is only 12 feet deep.

A 12-foot channel is fine for fishing boats in the 30-to-50-foot range or for the pleasure craft that fill the basin moorages — but for a boat that can deliver up to 300,000 pounds of ocean products at a crack it just won't do.

Ott and Peterson say they have another boat — a near twin to the Ocean Leader — on the drawing board in Seattle. They contend that most commercial boats built for multipurpose fishing ventures and species like hake will go in to 30-foot or greater range, and will require a minimum channel of 15 feet or more.

JACK Wilskey, operator of MidCoast Marine in Eastside and a man with a more than passing interest in commercial fishing boats, agrees.

"Our 86 footers can work in a 12-foot channel," he said, "but when they are coming in loaded, they draw better than 11 feet and it would be pretty risky. I wouldn't advise it."

Most of the boats now under construction at Hillstrom Shipyards also draw far in excess of the 12-foot depth when loaded, and can't use the Charleston processing facilities.

Unless something is done to upgrade the channel at the basin or provide a new basin, Coos Bay will find itself relying on a fishing fleet that is sadly out-of-date and out-of-pace with modern techniques and no longer able to hold its place against the tide of modernization.

Last summer the voters of the Port of Coos Bay district rejected a \$10 million bond issue aimed at financing a new 20-foot basin on the North Spit.

Luckily the port hasn't given up the drive to create such a facility in spite of the lack of support by the voters.

ITS PORT advisory committee has been working on locating alternate sites and earmarked the Al Peirce tract below the McCullough Bridge as a top priority. Members of the PAC appeared Tuesday before the North Bend City Council to talk about the possibilities of the site and the need for industrial expansion.

The chief advantage of the North Spit site was that it is already owned by the Port of Coos Bay. The Al Peirce property has all the other North Spit attributes — with the exception of ownership.

But it has one other advantage.

It is located in an area that has been bordered by industry for quite a few years — the Johnson Rock facility and Empire Transfer — and may be more acceptable to environmentalists than other tracts.

It should be given careful consideration . . . not only in view of its acceptability for development but also in light of the consequences if that site or another one is not made available for the new wave of fishing boats.

The World 11/21/78

Basin project denied

CHARLESTON — Because of the significant clam population, the Oregon Division of State Lands has turned down a Port of Coos Bay request to expand the Charleston Small Boat Basin.

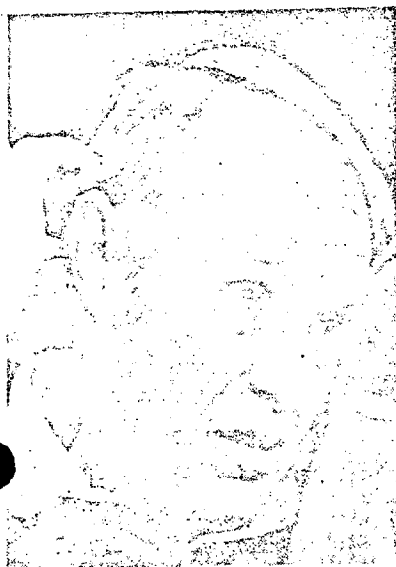
In a letter issued last week, Division Director William Cox said permission for the six-to-seven acre dredging project would be "inconsistent with the protection, conservation and best use of the water resources of this state."

The port had applied for the dredging of the Coastal Acres property, south of the existing boat basin, under the Oregon removal and fill law.

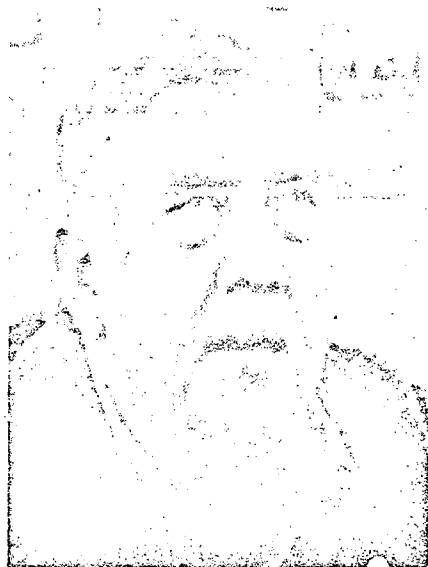
Cox noted that the site, in a 1971 study, ranked fifth in importance among 30 clamming sites on Coos Bay.

"Dredging and subsequent marina activities and impacts would eliminate recreational clamming at this site and would greatly reduce the productivity of the dredged area for clams and other existing tidal life," Cox wrote.

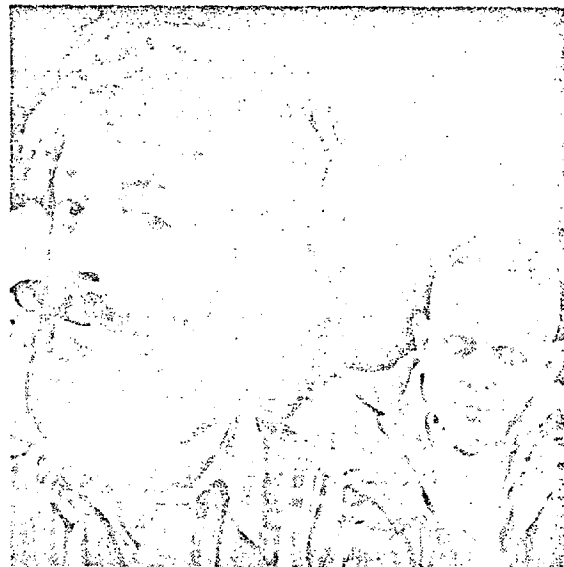
The port has until Nov. 25 to request a rehearing, but Port Administrator Steve Felkins said this morning that because the port does not own the property, it probably would not pursue the case.



DR. PAUL RUDY
Attended meeting



LARRY LILLEBO
'Delays are provoking'



RICHARD SCOTT
Boat basin manager

Port to install mooring buoys

CHARLESTON — Twenty-three new ship mooring buoys will be installed off Pigeon Point near the Charleston boat basin this month, Coos Bay's port commissioners said here Thursday night.

The buoys will provide storm moorage on a first-come, first-served basis for fishing boats and other vessels, Bob Younker, port commission chairman said. In the past, vessels moored at the Charleston

docks have been damaged during and shortly after storms due to wave surges, they recalled.

The announcement came during the port commission's annual meeting to hear public comments on the operation of the boat basin. About two dozen people, many of them local commercial fishermen, attended the gathering at the Coos Bay Power Squadron building in Charleston.

Port officials said they obtained the mooring buoys free as surplus from the federal General Services Administration. About 50 more such buoys are available and it costs the port district \$100 to transport each one of the 3,000-pound units to the Bay Area, they said.

Jeff Caspar of the port office attacked what he termed "delays" in approval by state bureaucrats of a port district project to build two new floating piers at the basin.

The port applied for permits for the piers six months ago, he said. They would provide moorage for an additional 200 ships, at a cost to the port of \$750,000 to \$1 million, according to Caspar.

He also indicated that a proposed project to build an 800-foot extension of the Alaska Packers' jetty at the basin could be delayed by environmental requirements.

The jetty, to be built at left angles to the existing 1,800-foot jetty, is designed to provide

additional storm protection in the basin, port officials indicated.

Port commissioner Larry Lillebo told the audience, "Time and again we are blocked by groups and organizations ... no matter how good our intentions may be ... it is provoking to me, as it is to you folks."

Audience members agreed that facilities at the boat basin are no adequate and that moorage space is at a premium.

Port to discuss lease option renewal request

By VINCE KOHLER
Staff Writer

The Port of Coos Bay commissioners said Wednesday they will discuss a lease option renewal on port district lands on the North Spit with Ocean Search Inc., which wants to build a fish-processing plant there.

A meeting between the port and the company is pending.

The commissioners listened to a proposal to renew the lease option from Butch Schroeder of Ocean Search during their regular monthly meeting at the port offices in downtown Coos Bay.

Schroeder said Ocean Search wants to renew an option on 46½ acres of port property on the North Spit, adjacent to the proposed site of a boat basin.

The boat basin and fish processing facility would probably serve a Pacific whiting fishing industry off the Oregon coast.

In other action, the commissioners discussed a trespassing claim lodged against the port by two men who own land in Eastside, John Tomlin and Bob Allen.

The pair's attorney, Kirk Johansen, told the commissioners a port-owned drainage pipe running through the 200-by-100-foot parcel is impeding construction of a "multi-family dwelling."

The buried pipe was laid by the port when the land was owned by Coos County, but the port's application for an easement for the work didn't clear before the county sold the land to Tomlin and Allen, according to port officials.

It was placed to drain port lands adjacent to the site, they have said.

Johansen threatened legal action against the port on behalf of his clients, who also attended the meeting.

However, he added they will

sell the land — for which they reportedly paid \$600 — to the port for \$15,000 or trade the parcel for comparable land elsewhere.

He admitted that a building permit application the two men have filed has not yet been turned down, but added that permits for the boat basin project, state authorities have Tomlin and Allen "are satisfied it will not be granted." Even if the permit is granted, the chance the pipe will break substantially reduces land values, Johansen claimed.

On the advice of their attorney, George Gant, the port commissioners said they will wait for comments from Coos County authorities before considering action on the claim.

Port commission president Bob Younker said that he and port manager Steve Fellins will meet soon with members of the All-Coast Fisherman's Marketing Association to discuss a projected 15 percent increase in moorage fees at the port's small boat basin in Charleston.

The request for the meeting came from Bob Hudson of the fishermen's group.

He said that fishermen want to know what the port plans to do with the extra \$20,000 which he estimated will be netted from the rate increase.

The money could be used to dredge and expand the basin, Fellins noted.

The port commissioners decided a workshop on the port's 1979-80 budget will be held at the port offices at 7 p.m. Tuesday.

In a report on the proposed expansion of the Charleston boat basin, Sandra Diedrich of the Coos-Curry Council of Governments said work is proceeding on an exceptions document to be sent to the Coos County commissioners.

The port wants to expand moorage at the boat basin, but state authorities have said a request for an exception to the county's developing comprehensive land use plan must be submitted. If the county grants the exception, the state will grant the necessary indicated.

Diedrich proposed an Interagency Estuary Planning Task Force — which would include the port district, local cities and other local agencies — be established.

George Gant charged that Oregon Division of State Lands chief Bill Cox "is sitting on" making a decision on the port's appeal of the state permit denials, the subject of a two-day hearing in North Bend in January. Cox hopes that the exceptions process on the local level will remove responsibility from "to make a decision on the basin expansion, Gant charged.

However, Steve Fellins said he believes the agency's hands "may be tied" by an agreement with the Oregon Land Conservation and Development Commission where the DSL — and many other state agencies — agree not to make decisions or spend money inconsistent with land use planning goals.



Kirk Johansen: Threatens to sue port on land issue.

World photo by Vince Kohler

THE WORLD, Coos Bay, Ore., Monday, May 28, 1979.

BGE - ADW

'Mitigating' basin project

HOLD on to your hat!

Mitigation may rear its ugly head again.

Even if expansion of the Charleston Boat Basin gets the go-ahead from the county, we understand the Division of State Land Will require that the expansion project be mitigated; that is, that the Port of Coos Bay somehow "compensate" for any loss of clams and recreational opportunities caused by the project.

The port commission wants to extend the basin to the south of existing facilities to provide additional moorage spaces. The need for such spaces is underlined by a long waiting list of fishermen who would like to tie up at the basin, where space is a precious commodity. The project will require some dredging.

Taking its cue from the Oregon Fish and Wildlife Department, the Division of State Lands earlier this year denied a permit to dredge the area, saying it (the area) is an important recreational clam digging site on the bay. The DSL later tied its objections to an LCDC coastal goal, that also has to do with clam beds. So, how do you mitigate clams and clam digging?

IT SEEMS easy enough. Just create public access to new clam beds.

Heck, the port commission has already done that. It ordered a road to be constructed on North Spit, opening the way for public access to extensive clam beds which previously had had but limited use. Could this, then, meet the mitigation requirement?

And what about the economic benefits of the expansion itself? Opening up moorage spaces to commercial vessels will help pump up one of the area's major economies — the fishing industry. Shouldn't that, in itself, be a part of the mitigation consideration?

Sure, they both should, in our view. But will the DSL see it that way?

FISH and Wildlife has stepped forward once again to object to a development on the bay, pointing to the importance of clams and clam digging. This has prompted Port Manager Steve Felkins to ask the straight-forward question: "If Fish and Wildlife is so concerned about clams and clam digging . . . why hasn't it done something about it? What exactly, has Fish and Wildlife done on the bay to open up new clam digging areas?" He notes that the ports, cities and counties have done a great deal to provide public access. Fish and Wildlife's role? Zip.

Whatever mitigation is demanded by DSL and Fish and Wildlife, it cannot be too costly or impractical. Otherwise, mitigation will not be a means of compromise, but rather a tool to kill the expansion project.

'Plenty of opposition'

There appeared in The World on April 26 headlines saying there was little opposition found for boat basin expansion. There is plenty of opposition to the proposed expansion, although there may not have been too many in opposition at the April 26 meeting. There must be a reason or reasons for this, and I would sum it up by saying some people don't care to be harassed for expressing their views. Others, I know, feel that very little is being accomplished; that the task force is just going through the motions of looking for an alternate site, and really doing no in-depth study about any of the proposed alternate boat basin sites. There is a group of commercial fishermen that show up at the meetings wanting a place to tie up, and I don't blame them, but none of them, as far as I know, have offered any help in locating an alternate site.

On Nov. 15, 1978, the Oregon Division of State Lands denied dredging permit application No. 2367 to enlarge the boat basin. The Oregon Removal-Fill law states that the director of DSL may issue a permit, if he determines that the removal described in the application will not be inconsistent with the protection, conservation and best use of the water resources of Oregon, as specified in ORS 541.610. The term water resources is defined by statute to include: "Not only water itself, but also aquatic life and habitat therein, and all other natural resources in and under the waters of this state."

A July 1977 biological inventory of an 11.5-acre parcel of submerged land at the proposed expansion site found 1,330,000 gaper (Empire) clams, 348,000 cockles, 289,000 native little neck clams, 119,000 butter clams, and 50,000 softshell clams. In addition, the inventory found nearly 8 million clams composed of species of little recreational value, but which are an integral part of the estuarine food chain.

Mr. William S. Cox, director of DSL, denied the permit and rightly so. Now, out of the "bad" could come the good. Another boat basin site will be found that will meet the needs of all size boats, and large enough to take care of everyone for a long time to come. A united front can accomplish this, and I give my support to that end.

Lorance W. Eickworth
Coos Bay

Copies available

Review due
for exception

World
Star
BBE
ARUF

Copies of the proposed land use exception for the Charleston Boat Basin expansion are now available from the Coos-Curry Council of Governments.

Copies are also being mailed to anyone who participated in the drafting of the exception or the public workshops which led to it.

"The proposed Charleston Boat Basin expansion into the Coastal Acres property is considered to be consistent with the intentions of the statewide planning goals and Coos County policies," the draft document says.

The exception has been prepared by the COG for the county at the request of the Port of Coos Bay. A technical task force has guided the work with the help of several public workshop meetings.

The task force will meet to review the final documents at 10 a.m. Friday in the COG offices in the North Bend County Annex.

A public open house to discuss the exception will be held Tuesday at the COG offices from 2 to 5 p.m. and from 6:30 to 9 p.m. During that time, according to COG officials, the staff and some task force members will be available to discuss any questions, concerns or comments on the process used or the draft document.

The county planning commission will review the proposed exception next Wednesday at 7:30 p.m. in the county courthouse.

The formal public hearing before the county commissioners is set for 10 a.m. June 8 at the county courthouse.

The exceptions say state and county policies are designed to "allow development, where appropriate and to preserve natural values, where appropriate."

The Coastal Acres property is an appropriate site for expansion, the exception argues, and the development would be "compatible to the existing uses in the adjacent coastal waters and shorelands."

It has been designed to preserve natural values as much as possible, the exception says, and only a small portion of the habitat area would be affected.

The Oregon Division of State Lands has turned down a permit for the expansion project, saying the project cannot go ahead unless an exception is developed for the county's land use plan.

Objections to the project have included arguments that other sites are available and more suitable for long-term needs, there would be damage to aquatic resources and water quality, and there would be increased traffic problems in Charleston.

Little testimony at hearing

By LINDA MEIER JURGEN
Staff Writer

COQUILLE — Only one person testified at a hearing this morning before Coos County Commissioners on a proposed "exception" to statewide land use goals which would permit expansion of the Port of Coos Bay's small boat basin Charleston.

There were 17 people in the room, half of them officials, staff and press for the hearing on a lengthy exception prepared by the Coos-Curry Council of Governments and a task force tentatively recommending expansion of the basin onto the Coastal Acres Inc. property.

Prior to taking public testimony,

CCOG Director Sandra Diedrich explained how the exception materials were put together and at one point read into the official record several letters dealing with the proposed expansion.

One letter from newly-elected port Commissioner Bruce Laird contained a letter from the Coos Head Timber Co. sales manager noting that the Sitka dock property owned by the firm was "not available" as an alternative site for the basin expansion at this time.

The sole person to testify, Laurence Eickworth, said, however, that he had spoken with firm owners Wiley and Willis Smith and they had informed him 10 days ago that "they were willing to listen to

anyone who wanted to make a proposal." Eickworth said the Sitka Dock site would be a better site for the project.

Diedrich entered a thick exception paper, an administrative work file dating to June 30, 1977, and a second work file dating to June 7, 1979, as well as minutes of task force meetings into the official hearings record.

She said the work file contains background information used to prepare the exception.

Commissioners ruled that the hearing record and possibilities for further public input would remain open until the date they expect to make a decision — June 22.

Longline fishing for black cod



Jerry Douglas with some of the black cod catch.

BY TOM BAILEY
First of Two Parts

Longlining for groundfish is one of the oldest fishing techniques, going back thousands of years. Mediterranean and Atlantic Europeans used oar and sail-powered craft to set their gear in Roman times.

Old-timers around Coos Bay remember the halibut long-line fishery in the earlier part of this century.

Today's techniques, with diesel-powered vessels, hydraulic pulling gear and electronic navigation aids have only partially modernized the industry. Polypropylene groundlines are still baited, stored and set in the old ways.

But the philosophy of the men who fish the long lines has not changed. The 60-foot Kelton, longlining out of Charleston since November and skippered by Larry Smith, is an example.

"Nobody else would work this hard," says Mike Martin. He runs the back deck of the Kelton. Martin has been specializing in this technique since 1963 when he acquired a skiff and began setting gear out of Orange County in California while still in high school in the early 1960's.

The concept of longlining is simple. As its name implies, a long line—sometimes miles long—with a baited hook every year or so is stretched along the bottom of the ocean.

Anchored at each end and equipped with buoys at each end, the line is set, left to soak overnight, and retrieved the next day when the fish are taken off, hooks rebaited and the whole process repeated.

Talking about it is one thing and actually fishing the longline is another matter entirely, especially with the ocean conditions here in Southern Oregon.

Weather, current, the demands of mass market fishing and gear limitations all combine to make this simple idea devilishly complicated.

The Kelton is a seaworthy boat approximately the same size as Sir Francis Drake's Golden Hind. She was built in Bayou La Batre, Ala. Powered by a GMC 671 diesel, she is planked with juniper over oak frames.

Her sleek, sheer line and long, low deck house give her the look of a Gulf shrimp. Skipper Larry Smith brought her to Oregon through the Panama Canal.

She has a fish hold capacity of 40 tons of fish and ice. With a full load of fuel, water, ice and food, she can stay offshore for several weeks.

The wheel house is completely equipped with all the modern electronics such as Loran C, recording depth finder, radios and radar. She also carries survival suits for a crew of five and a modern, self-inflating survival raft in a fiberglass cannister mounted atop the deck house.

The Kelton is, about as well-equipped as modern technology could make her. She is, as they say in the business, a highball show.

I went fishing on the Kelton last week. Not counting a previous one-night trip which was called on account of weather, it was my first experience with offshore fishing or trip fishing, as it is called.

It was all new to me. Highball skippers very rarely hire a green crew. I would get plenty of salt in my beard on this trip.

START AT CAFE

The trip began at 9 a.m. at the Galley Cafe in Charleston where the crew gathers each morning.

Mike, who runs the back deck, Jerry, the supercargo, and Bob, deckhand, are already there when I arrive. We may go fishing and we may not. If we don't fish we'll paint the afterdeck. The crew doesn't seem to care which.

Skipper Larry Smith has a dry sense of humor. "We've run out of excuses," he says to the crew. That means we're going fishing, hangovers or no.

The weather, of course, is the determining factor. A good trip would mean at least four days offshore and Oregon weather, particularly offshore weather, is not always predictable that far in advance.

So the decision to go fishing is one part experience, one part prognostication and several parts of gut feeling gamble. With Smith's decision made, Mike goes over his grocery list.

His double duty as chef de galley puts him in charge of provisions for five men for up to a week and he takes it seriously. And he feeds the troops well.

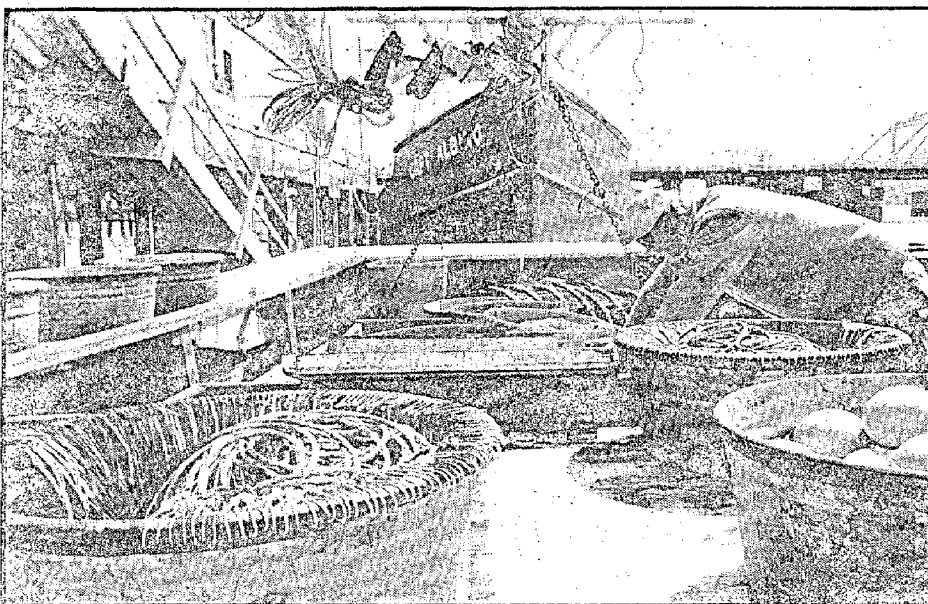
While he goes for groceries the rest of us head down to Hansen's dock where the Kelton is tied up. We stow some gear, cast off and head for Peterson's to ice up and take on bait.

Now the Kelton is a highliner, no doubt about that, but one thing she does not have is a proper horn. This is soon revealed as we approach the South Slough Bridge.

PUNY LIL' HORN

Larry steps out of the wheelhouse, points a little bitty aerosol horn in the general direction of the bridge and gives four derisive warbles that rather resemble the mewlings of a baby hippopotamus with a terminal case of laryngitis.

Its sound is so ridiculously funny that it even cracks up the usually somber skipper. And



Kelton crew member Mike Martin has been fishing for 16 years, ever since high school days.



Fishing boat skipper Larry Smith.

Photos by Skye Olser

...remains basically unchanged

the bridgekeeper, who is probably laughing too, opens the bridge.

Crew spirits are high and building higher now that we are actually moving through the water.

We take on 1,400 pounds of black frozen squid in 15-kilo boxes. Jerry is in charge of stowage and it is serious business. Empty, the Kelton rides quite high in the stern. Stowing the eight tons of shaved ice well aft brings her waterline nearly level.

Soon Mike arrives with the galley supplies—an incredible amount of bulging grocery bags and armfuls of milk by the half-gallon. Except for tonight's dinner makings, it all goes down in the ice, along with two cases of beer and two bottles of Cold Duck.

Out we go, past Point Adams and into the main channel where we lower the trolling poles which are used to deploy paravane stabilizers (or flopper stoppers), steel underwater kites that do a great deal to dampen the rolling of the boat.

Skies are clearing with some high cumulus clouds and the wind is only moderate as we cross the bar over a light swell.

The big diesels growl powerfully, well muffled, smooth, reassuring. We will run for a couple of hours to reach our fishing ground but the time is spent in preparation for our first set which we will make this evening. We begin work on the long back deck.

USING 6,000 HOOKS

Now we are going to be setting nearly 6,000 hooks tied to nearly six miles of groundline. It is stored in ordinary galvanized wash tubs, 100 fathoms (600 ft.) to a tub.

The groundline is 3/8-inch polypropylene crab line-rope, if you will. It looks like rope to a carpenter. The No. 8 mustad, single barbed Swedish hooks, are tied to the groundline with a short length of braided tuna cord called a gangion (rhymes with canyon.)

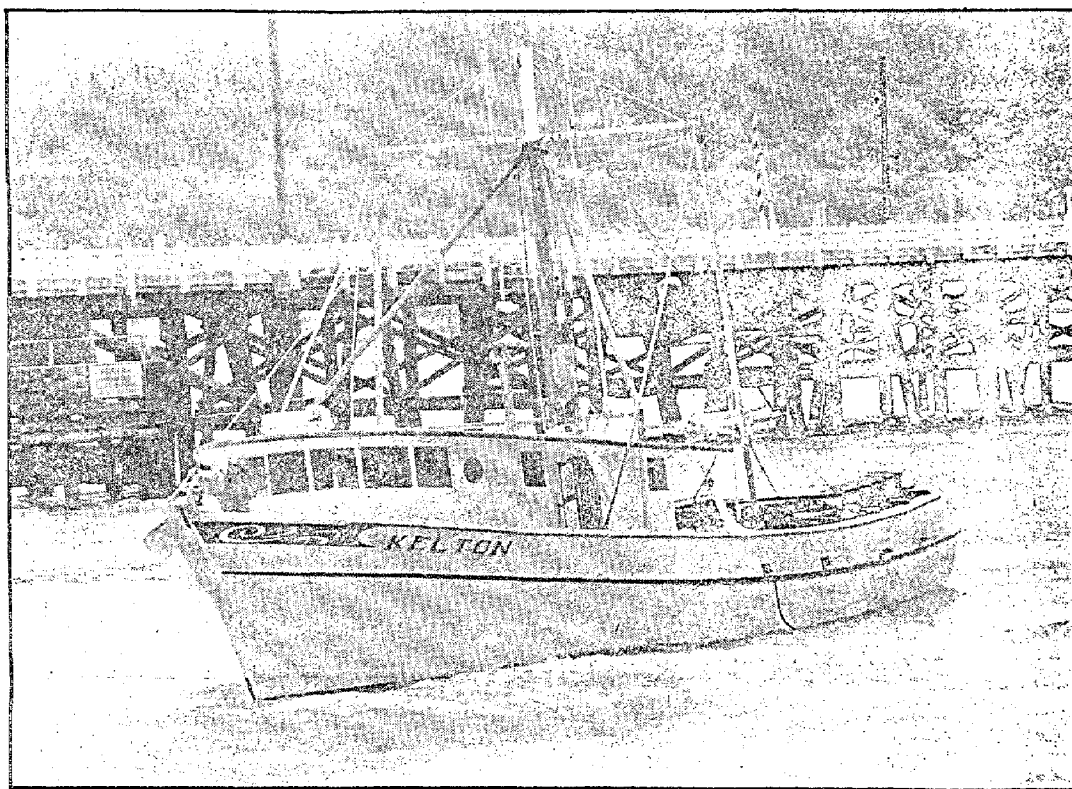
They are arranged in order around the rim of the tub, stuck into a soft strip of rubber, the gangions radiating from the coil of line like the spokes of a bicycle wheel.

This is the old-fashioned way of storing longlines, going back to antiquity. And its orderly arrangement is absolutely critical to both the safety of the crew and the efficiency of the set.

One at a time the hooks are baited and draped over the edge outside the tub. A baited tub wears a squid fringe, pink and elegant. Bob and I bait hooks. Jerry chops bait (halving each squid) and Mike fixes venison chili in the galley. We are all immediately hungry.

After lunch we finish baiting our first dozen tubs and arrive at our grounds in about 175 fathoms of water nearly due west of Coos Bay, barely within sight of land.

Our next task, setting the gear, is a combination of vex ritual, hard work and quick timing. It is also



The 60-foot Kelton from the Gulf fishes longline for black cod out of Charleston.

A 35-gallon can holds 500 fathoms (3,000 ft.) of buoy line piled in loose coils. The top end is tied to a ten-foot aluminum pole with a weight on one end, a radar reflector and a black nylon flag on the other end with foam floats in the middle.

THE RACE IS ON

Bob heaves it over the stern and the race is on. The line leaps out as the boat moves ahead steadily, streaming the buoy line in a sweeping semicircle.

Near the bottom of the barrel a knotted loop appears. A bower anchor is made fast and cast over. Here the fun really begins. The tubs are lined up on the port setting table which runs the length of the deck. The first tub is made fast to the anchor line and is moved onto the transom table.

Mike stands by with what looks like a plywood tennis racket in one hand. As the hooks begin to come flying, snapping out quicker than the eye can see, he must see that the hooks deploy freely and the coils do not tangle.

It is the devil's own work with hooks and coils of line shipping out over the transom at a couple-hundred feet a second. This is why the tubs must be arranged perfectly-crossed up gangions or miscoiled line can jump out with lightening speed. A hook through the raingear or a hand could drag a man overboard in a second.

This first tub is tied to the second and so forth until all 12 tubs are empty. Then another anchor, line and float go out. We have made out set, running north to south.

The first anchor will strike bottom, hook and hold; the

swell and matching our seven knots.

They leap, twisting, smacking upside down or headfirst back into the water. They are an incredible sight, coursing through the blue clear sea.

I rush to the foredeck and

Setting the gear— complex and dangerous

groundline will stream out straight in the current, then the second anchor will pin it down. We make two more sets.

Our tasks are ranked in order of danger and allocated in order of experience. As a green hand I am farthest from the action, passing full tubs up the table and stowing the empties. With the gear all set we are through with the first day's work.

We all crack open beers and man the galley table for a little relaxation as a stereo tape deck blasts out the sounds of a live Jimmy Buffet concert. The boat heads north, running past our buoys which are drifting a little southward—the current is running strong tonight.

Suddenly the water around our speeding craft explodes with porpoises, a hundred of them, rolling smoothly through the

crane out over the stempiece. There, almost in arm's reach, so close I can feel their body heat, are two of them with their backs out of the water.

They are riding, surfing on the underwater shock wave of our rushing bow. They stay for long minutes then dive away.

Stuffed with Salisbury steak, baked potatoes, steamed broccoli and tossed salads, buckets of milk and hot biscuits smothered with real butter and strawberry jam, we head for our bunks after our daily ration of one swig only from the brandy bottle.

The skipper has shut the engine down and we drift south in the current, facing the beach, broadside to the wind and across the swells.

A BUSY MORNING

Things happen fast in the morning. Dawn finds us fed and

on the deck. We find our first string. It has drifted its own length during the night. The north buoy is where we dropped the south buoy last night. Lotan C navigation can find position within 100 yards.

We snag the buoy and pull it aboard over the side. There is a wide roller there and, across the boat from it, a hydraulic reel. The line goes over the roller and around the reel, then strips off the reel and piles itself in buckets.

The anchor comes up and I stow it. Now Larry appears on deck at the roller where the hydraulic controls are—at the gaffing station. Jerry and Mike man the reel and Bob and I stand by.

We are ready for fish and here they come. A plunge of the gaff and Black Cod No. One flops on deck. The bare hook flies around the reel and into the bucket, and for the next five hours they fly, the hooks and the fish.

Jerry and Larry bring them up, the rest of us coil groundlines in the tubs and stick the hooks around the tubs.

After lunch we rebait and set our gear. The wind has picked up, the current is running strong and the seas begin to wear horseshells of spray. But we are committed. We must ride out the weather until we can pull our gear in the morning.

(Next Week:
A Nose For Trouble)

Force optimistic

Breakwater is pursued

By CHARLES KOCHER
Staff Writer

Buoyed by the hopes offered from a congressional office, the Coastal Acres Task Force agreed Monday to pursue a \$10 million breakwater extension to see if it is actually possible.

The task force, studying a land use exception to allow expansion of the Charleston Boat Basin, agreed to have a subcommittee meet with federal officials to gather more information.

The subcommittee will ask the U.S. Army Corps of Engineers and Sen. Mark Hatfield's aides just how long it would take to create a new boat basin by building a breakwater north of the Point Adams jetty.

It was a call to Hatfield's office during Monday's meeting which hinted to the task force that the new breakwater might be more possible than members had believed.

Chuck Walters of the National Marine Fisheries Service and Steve Feikins of the Port of Coos Bay said Hatfield's aide offered more hope than they had expected.

"He was optimistic, but he couldn't guarantee anything," Walters said. "I was encouraged."

"He was more encouraging that I expected him to be," Feikins agreed.

Jack Dunham, who chaired Monday's meeting, said this morning he is now confident the committee can come to a decision with the information from the meeting with the federal officials.

The meeting will be scheduled for some time next week in Portland, he said, and one more full task force meeting should complete the work.

"If the Point Adams project can be done in a reasonably short time and get 600 boats in it, maybe that's the answer," Dunham said. "We're going to try to get a little more solid information on time frames and dollars, then come back to one more session."

The task force went into Monday's session hoping to reach a decision and faced with three alternatives:

—The Coastal Acres expansion to the south which is projected to take two years to complete, cost about \$2 million and accommodate 180 boats.

—Expansion of the existing docks toward the channel on the east, expected to be the easiest to accomplish but accommodate only 50 to 60 boats.

—Construction of a new basin north of the Point Adams jetty, using the shore, the existing jetty, a planned 800-foot

breakwater and the newly proposed breakwater as the four sides. Preliminary estimates Monday were that the extra breakwater would cost about \$10 million and provide space for some 600 boats.

Questions about how long authorization and construction would take, as well as how much local money would be required, kept the task force from reaching a decision, Dunham said.

"This task force needs to know if that's a viable alternative," Walters argued Monday. "If this task force came up with a recommendation (to build the new breakwater), it would be interesting to know what the Corps' response would be."

Even though the new breakwater might involve relocation of a razor clam bed along Point Adams, Walters predicted no mitigation would be required for the project if no landfill were involved for parking and support facilities.

"I feel our agency could support that proposal very actively," Walters said. "The Environmental Protection Agency could go along. Fish and Wildlife Service — I would hate to predict."

Dave Simpson of the Corps told the task force it would help if Corps' officials fail to remember why the 800-foot jetty is being built. "If you put in a new breakwater to the north with no new structure beyond that to protect the channel, the Corps would be back in a position of having to solve that problem all over again."

"I don't believe that alone could preclude construction," Walters responded.

A proposal by Walters and Oregon Fish and Wildlife Department biologist Bill Mularkey to include temporary moorage at Winchester Bay in any task force proposal was met with strong opposition Monday.

"I'd sooner move my boats, business and family to the Columbia River than go in Winchester Bay or Bandon," fisherman Roy Gunnart, citing the dangers to the bars at the ports.

"The fishermen have already made that decision," added task force member Bob Hudson. "It's naive on the part of some of us to think that we can shift the fleet. There's other consideration than available moorage. The fishermen are choosing to stay here in a semi-transient status rather than run 13 miles up the way to Winchester Bay and a bad bar."

The World
June 19, 1979

The World June 19, 1979

Spit dock wins approval from Coos commissioners

By CHARLES KOCHER

Staff Writer

COQUILLE — The proposed dock for the North Spit industrial site won the approval of the Coos County Board of Commissioners Monday despite concerns about road access to the site.

Chairman Woody Robison said the board placed no restrictions on the approval even though there were reservations about the existing access.

Robison said the port does have easements to the north and west of the existing road which may be used in improving the route to the industrial site.

The board had delayed

action over the weekend to review those easements. In the interim, the Port of Coos Bay Commission reached tentative agreement on two leases for the site.

The lease proposals were developed with Ocean Search Inc. for 30 acres and J. Griffin and Co. Ltd. for five acres. A third firm, New England Fish Co., is exploring a lease for property at the site.

The dock, in a "T" shape, will be adaptable to future plans for a trawler basin at the site. The area that actually would be dredged for the trawler basin would be left open as a "staging area" under present plans.

Voters in the port district

turned down a \$10 million bond issue to develop the entire package last fall.

In other action Monday, the board appointed Coos Bay builder Robert Jenkins to the planning commission, filling the vacancy created by the resignation of former Chairman Bill Lansing.

The board took no action to fill a seat vacated by Bill Mason, however, with the commissioners hoping the timber industry will suggest a spokesman to fill the seat. Robison hinted that if no suggestion is tendered by Thursday, the board will go ahead with its own appointment.

THE WORLD

Schedule final session

The final meeting of a task force considering the proposed Charleston Boat Basin expansion has been set for 11 a.m. Monday, according to the Coos-Curry Council of Governments.

The task force is drafting a proposed exception to state land use rules for consideration by the Coos County Board of Commissioners in approving the project.

At its last meeting the group narrowed its choices to the Port of Coos Bay's proposed Coastal Acres site, expansion of the existing docks east toward the main channel, creation of a new basin north of the Point Adams breakwater and a new basin at the Sitka Dock property on the Barview waterfront.

The meeting will be held in the offices of the council in the North Bend County Annex.

The public is invited to attend.

Basin meeting planned

By CHARLES KOCHER
Staff Writer

COQUILLE — The official hearing on the proposed Coastal Acres boat basin expansion was held open again Friday while a task force researches alternatives to the project.

The Coos County Board of Commissioners extended the public hearing until July 25 at 11 a.m. at its second session on the topic Friday.

In the meantime, according to Coos County Council of Governments Director Sandra Diedrich, members of the task force will meet in Portland Monday with federal officials to pose questions about one of the alternatives.

An aide to Sen. Mark Hatfield held out hope for expanding the Charleston Boat Basin to the north of the Point Adams breakwater earlier this week, sparking the Portland session.

Diedrich, who is coordinating the task force work on a land use exception for the project, said port officials are also working on other solutions to the moorage problem involving expansion of the existing docks.

"There's a lot happening," she told The World Friday. "A few more things need to be tied up and the task force will meet one more time."

The solution being worked on involving the Coastal Acres property and existing docks would use floating piers and might meet moorage needs for up to five years, Diedrich said.

"We're still trying to get that worked out," she said.

The Portland meeting will include representatives of the U.S. Army Corps of Engineers and Hatfield's office. Task force members expected to attend include Port of Coos Bay President Bob Younkers, Port Administrator Steve Felkins, Land Conservation and Development field representative Glen Hale, National Marine Fisheries Service biologist Chuck Walters, and task force chairman Jack Dunham.

Particular answers needed by the task force, Diedrich said, are what expansion of the boat basin north of the breakwater would cost local government and how quickly it could be designed, approved, funded and constructed.

The expansion beyond the breakwater would use the jetty about to be constructed for the east edge of the basin and require a new structure on the north.

Let's get job done

A \$10 MILLION new boat basin facility at Charleston sounds mighty fine . . . but at this stage of the basin's needs, it is mighty unrealistic and impractical.

The Port of Coos Bay has been trying for some time to win approval to expand moorage capacity directly to the south of existing facilities, on a piece of property known as Coastal Acres.

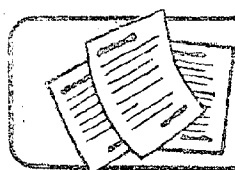
To this end, a special Coastal Acres Task Force was set up to try and bypass state rules and regulations governing such an expansion. The task force has been at work for the four months toiling with what is called an "exception process." The latter is supposed to provide a way for local governments to take exception to state land use goals.

Part of that process entails coming up with alternative sites to the prime target, so to speak, Coastal Acres. Well, last week a federal National Marine Fisheries Service representative sweet-talked the task force into looking at a possible \$10 million breakwater extension at the Charleston basin as the ultimate answer to the port's moorage needs.

THE IDEA is eye-catching, but does not respond to immediacy of the issue. The moorage spaces are needed now for a long line of waiting fishermen, not 10 or 15 or 20 years from now. Designing such an extensive new facility, winning approval from federal agencies, getting money appropriated and finally available for spending will take years. Certainly the federal spokesman who wooed the task force away from its central theme knows this. The posture of the NMFS, like that of the state and federal Fish and Wildlife Service, is anti-development, and trying to push the task force into a monumental project at this stage plays into the hands of those who would like to stall, if not kill, the basin expansion at Coastal Acres.

The task force has a bird in hand, however weak or small at this point. It should not let it fly away into never-never land. Let's expand the basin and get the job that needs to be done, done.

We realize the task force needs to be thorough, in preparation for the appeals which are inevitably forthcoming from our local delegation of no-growth, no-nothing advocates. It's best the task force sign off as quickly as possible, however, so that everyone can get on with the next long path toward expansion to the Coastal Acres site.



Public forum

Not exclusive 'plaything'

The "agency" representatives of the federal government have effectively stopped another economic development project on Coos Bay. At the scheduled "final" meeting of the task force working on the Coastal Acres expansion of the Charleston boat basin, Chuck Walters, the federal National Marine Fisheries Services representative in apparently preplanned conspiracy with other "agency" voters, completely sidetracked the plan at the last minute, substituting the extensive and expensive basin expansion using a planned jetty north of Point Adams. This option would cost about \$9 million dollars more than the almost accepted Coastal Acres, which is estimated at 10 percent of that figure. Their proposal would also take eight to 10 years, compared to the one-two years for the Coastal Acres.

Chuck Walters stated that the north expansion could be finished in one to two years. Any third grade student in this area knows that any bay project takes years, and that any governmental action adds years to that, and unavoidable court challenges will add years to that!

We need both expansions, but we need them now, not in eight to 10 years.

National Marine Fisheries Service, in their infinite wisdom, also advocated moving many existing boats to Bandon and Winchester Bay, both notoriously unsafe bars, as an answer to the admitted shortage of mooring spaces in Coos Bay.

The National Marine Fisheries Service is also of the opinion that both developments cannot be allowed because it would adversely affect the South Slough Sanctuary. Maybe it is time we made a choice between this much-vaunted albatross of a sanctuary and economic development, since they are making it an either-or situation. Coos Bay was designated as a development bay. If the sanctuary is incompatible with economic development in the area, the sanctuary should be established elsewhere!

As a designated development port, this bay is not the exclusive plaything of the government agencies and the environmentalists. Yet, virtually all development has been effectively stopped, delayed or sidetracked by the cumbersome, environmentally weighted, permit and comprehensive plans system. ("Yes, Virginia, Hughes Airwest did leave" despite environmentalist assurances to the contrary!)

It has been mandated that each federal and state agency that handles permits shall have a seat on these "task forces." Yet, when area leaders ask for

"citizen involvement" for the business community, they are told that the city and county represent them. Why doesn't that apply for the agencies, also? One state and one federal member should represent all of them. With each agency having a vote, they are numerous enough to, and do, dictate all policies. Mr. Kvarsten's blatantly "Alice in Wonderland" statement that the planning was going to be 90 percent local and 10 percent state and federal is an outrageous lie!

Agency bureaucrats, paid salary, mileage and per diem with our tax dollars, hassle and corrupt the developments of local governments at the expense of the business economy that supports them. Business has to participate at its own expense and on its own time.

Time is fast running out! If you don't telegraph, phone, and write your state and federal elected representatives, and do it today, be prepared to see more economic enterprises, like Georgia-Pacific, reduce their operations due to lack of trees, shipping, dockage, etc. The fishing industry, which could pick up some of the declining woods products jobs, will locate where they can find support. Not where space and services are promised eight to 10 years in the future.

Bruce Benton
Coos Bay

Force suggests change

By CHARLES KOCHER
Staff Writer

Expansion of the Charleston Boat Basin into the Coastal Acres property was formally recommended Friday by the task force considering a planning exception for the project.

The task force also, however, recommended changes in the design of the Port of Coos Bay project which would reduce the biological damage and set aside most of a popular clam bed for permanent recreational use.

The task force has been working on the exception process since spring after state and federal agencies threatened to turn down permits for the project which involves dredging into the clam bed.

The Coastal Acres property is located south of the existing boat basin and the project would provide moorage for about 120 boats. The waiting list for moorage in the existing boat basin is close to that figure, according to port officials.

Friday's recommendation brought only one dissenting vote, that of Coos Bay restaurant owner Bob More who felt expansion north of the basin would solve more of the port's long-range needs.

"A lot of my concern was that possibly we could have come up with something that could have solved moorage problems for the future," More told the other task force members. "I don't think

there's anything wrong with one nay vote."

More made the motion on the second recommendation by the task force to use a design proposed by new port commissioners Michael Hosie and Bruce Laird.

That design, More said, would "maximize moorage along the channel without jeopardizing dredging operations and decrease the amount of biological resource area that would have to be removed and guarantee the public's use of and access to that remaining biological resource in perpetuity."

That design would move the anchor pier away from shore and extend the new and existing docks toward the channel of South Slough.

Port officials expressed concerns that changing the design might cause problems with the permit process, but National Marine Fisheries Service spokesman Chuck Walters said he doubted there would be much problem.

"This recommendation has a lot to do with it," he told the task force. "If it's just a matter of a design change, and I think this would be considered a minor change."

Walters pointed out that the more specific the task force recommendation was, the more weight it would carry with reviewing agencies.

"As specific as we can become here, this document can be fairly politically binding," he said. "They would have to oppose the exceptions document, not just the permit."

The exceptions process now moves to the county board of commissioners where a public hearing has been held open waiting for a recommendation from the task force. The hearing will be reconvened July 25.

The task force asked that county, state and federal reviews of the task force report be expedited "to facilitate immediate moorage needs." The request will be printed on the cover of the report, due to be distributed beginning Wednesday.

That request applies to work on the new design, on mitigation requirements, on the state and federal permits, or any other necessary procedures, according to the task force motion.

Participants in the task force included port, county, state and federal officials as well as citizens and fishing industry spokesmen. Several public workshops were held to provide information and comments for the work.

The Bay Reporter
July 11, 1979

Coastal Acres gets approval

Coastal Acres should house the expansion of the Charleston Boat Basin. That's the recommendation of a task force which wants the county commissioners at a July 25 hearing to approve a planning exception to provide increased moorage in Charleston. Task force members also favored design changes to reduce biological damage and setting aside clam bed areas for permanent recreation use. One task force member, Bob More, dissented on Coastal Acres, suggesting expansion north of the existing basin would better solve long range needs.

APPENDIX E

Mailing Roster

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<u>STATE & FEDERAL AGENCIES</u>	Ron Lee Environmental Protection Agency 1200 6th Ave. Seattle, Wa. 98101	Roy Gunnari Rt. 2, Box 692F Coos Bay, Or. 97420
Floyd Shelton Dept. of Economic Development 317 S.W. Alder St. Portland, Or. 97204	<u>NEWS MEDIA</u>	Nancy Eickhoff Rt. 2, Box 855C Coos Bay, Or. 97420
Jim Ross D.L.C.D. 1175 Court St., N.E. Salem, Or. 97310	Charlie Kocher The World P.O. Box 779 Coos Bay, Or. 97420	Fred Anderson
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Andy Nasburg
Nasburg & Co.
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Cecil Ash Coos River Rt., Box 666 Coos Bay, Or. 97420	Marquerite Watkins - listed else- 270 Johnson where Coos Bay, Or. 97420	M. Robert Raven P.O. Box 5617 Charleston, Or. 97420

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PAGE 7

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5 McPherson
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Courthouse

APPENDIX F

Information Papers

Included in this appendix are three information papers which are of special interest: a memo detailing the Port's moorage waiting list as of January, 1979; Tom Gaumer's Information Report 78-1 on the "Coastal Acres" clam resources; and a reproduction of the U.S. Coast Guard's Marine Sanitation Device Regulations. There are numerous other information items but users of this document will probably wish to have these available for quick reference.



Charleston Boat Basin

ADMINISTERED BY THE PORT OF COOS BAY

P. O. BOX 5409 — CHARLESTON, OREGON 97420
PHONE 888-3716



TO: Steve Felkins
FROM: Richard Scott
DATE: January 24, 1979
SUBJECT: Charleston Boat Basin Moorage Waiting List

SIZE	TOTAL	OUT OF STATE	TRENDS
Under 18'	6	1	
18'-29'	21	1	
21'-23'	22	0	
24'-25'	40	1	
26'-31'	41	3	Sailing Vessels increasing now 30%
32'-39'	13	4	Mostly Sailing Vessels
40'-44'	6	2	1 Charter, 2 Sailing Vessels
45'-49'	7	4	2 Sailing Vessels
50' and over	26	2	19 of these are local people
TOTAL	182	18	

SIZE	TOTAL
50'	8
60'	10
70'	7
80'	1

- * 30'-50' traditionally salmon trollers are phasing out (up for sale presently)
- * 30'-50' vessels on waiting list are mostly sport/commercial and sailing vessels, at present.
- * Anticipate over two dozen new boats coming (70'-80') in 1979-80.
- ** Considerable interest in moorage and local fish selling has been expressed by a number of vessels not presently on the waiting list. They are waiting for the Corps to build our protective jetty and groin.

Let's Go Salmon Fishing

Stan Hamilton
D.S.D.
DSL 278
RECEIVED
 MAY 1978

CLAM RESOURCES IN A PROPOSED CHARLESTON
 BOAT BASIN EXPANSION SITE

CLAM RESOURCES IN A PROPOSED CHARLESTON BOAT BASIN EXPANSION SITE

INTRODUCTION

The Port of Coos Bay is considering expanding their marina facilities in Charleston. Several sites are being considered; one to the north of the present boat basin and one to the south (Figure 1). The southern proposal is for an area that historically has supported an important recreational clam fishery. A Fish Commission of Oregon resource use survey of that tideflat in 1971 showed that 974 clam digging trips representing 1,603 hours of effort were made to harvest nearly 20,000 clams (Table 1). Cockle, gaper and littleneck clams were the principal species collected.

Because of the importance of this tideflat to recreational clam diggers, we conducted a biological inventory of the clam flat during July 1977. Results of this survey are presented in this report.

by
 Tom Gaumer

Table 1. Number of Digger Trips, Hours of Effort and Clams Harvested in South Slough at Coos Bay in 1971.

	Boat Basin	Tideflat			Total
		Charleston Flat	South Slough	Peterson's Flat	
No. Digger Trips	974	2,233	1,043	155	4,405
No. Digger Hours	1,603	3,656	1,701	264	7,224
No. Clams Harvested					
Cockle	9,650	14,310	7,653	221	31,884
Gaper	5,145	7,120	5,243	736	18,249
Littleneck	4,041	3,799	46	88	7,974
Butter	844	1,005	2,080	44	3,973
Softshell	0	935	371	0	1,305
Bentnose	113	654	0	0	767

INFORMATION REPORT 78-1

Oregon Department of Fish and Wildlife
 January 1978

Methods

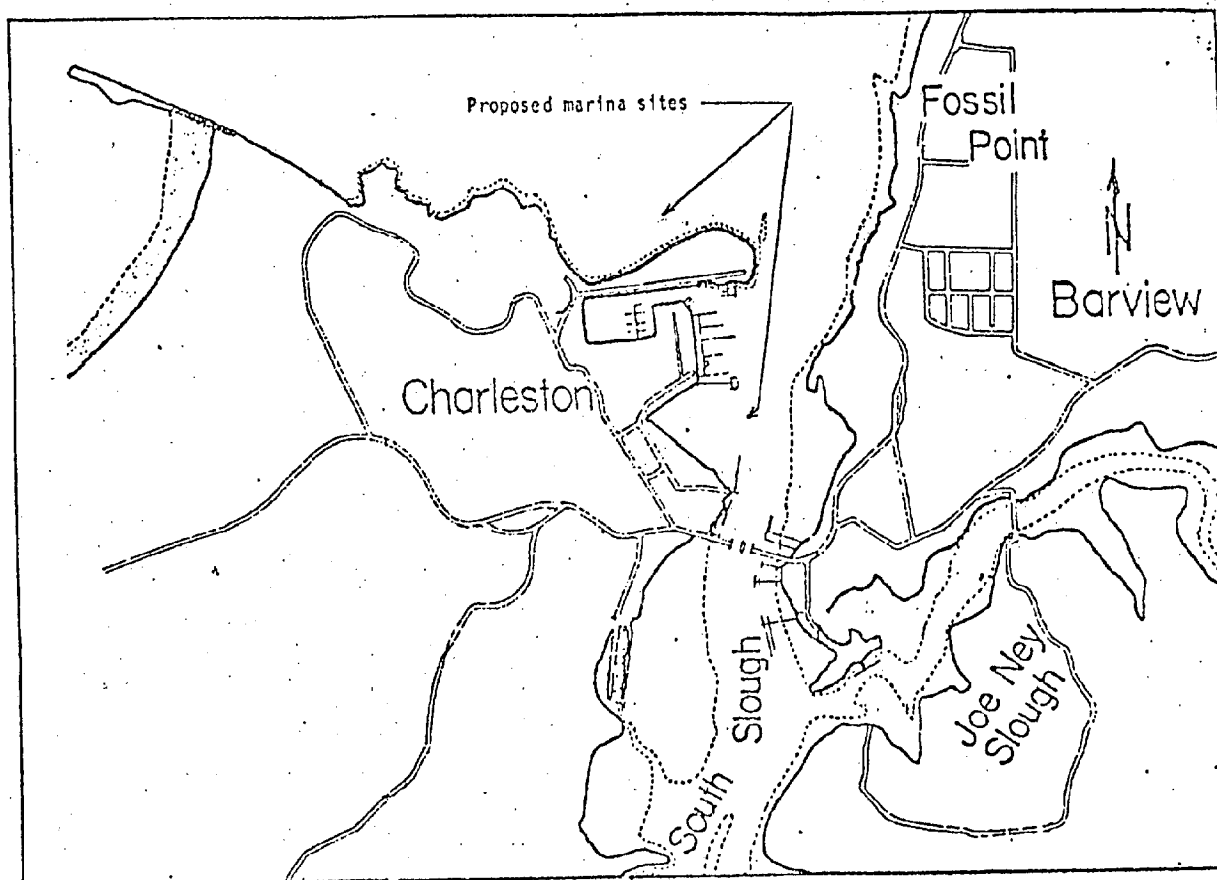
Standard transects were established across the 11.5 acre (4.7 ha) tidal flat (Figure 2). Transects were 150 feet (45.7 m) apart and parallel to each other. Sample stations were 100 feet (30.5 m) apart along each transect line.

Samples were taken by ODFW scuba divers using a 6-inch (15.2 cm) suction pump that was fitted with a 1/2-inch (1.3 cm) mesh wire basket. Forty-nine samples were collected. Each 2ft² (0.2 m²) sample was excavated to a depth of approximately 12 to 18 inches (30.5 to 45.7 cm) or until the operator was confident all clams had been removed. All retained pump material was emptied from the basket and sorted in the boat. All clams obtained were saved and taken to the laboratory where the gaper, butter, cockle and littleneck clams were measured, weighed and aged. Length measurements (in mm) were taken from all clams except the cockle where height (rib length) was used. All clams were weighed to the nearest lower gram. The clams were weighed alive. Gaper clams were aged by counting the annual growth rings in the ligament scar. Butter, cockle and littleneck clams were aged by counting the annual rings on the exterior surface of the shell.

Results

Figure 2 shows the occurrence and distribution of clams in the proposed South Slough marina site. Two different observed concentrations of clams per sample are illustrated; those with less than two clams/square foot (0.092 m²) and those with more than two clams/square foot.

Nine species of clams were recorded from the area. Five species, gaper *Tresus capax*, cockle *Clinocardium nuttallii*, native littleneck *Venerupis*



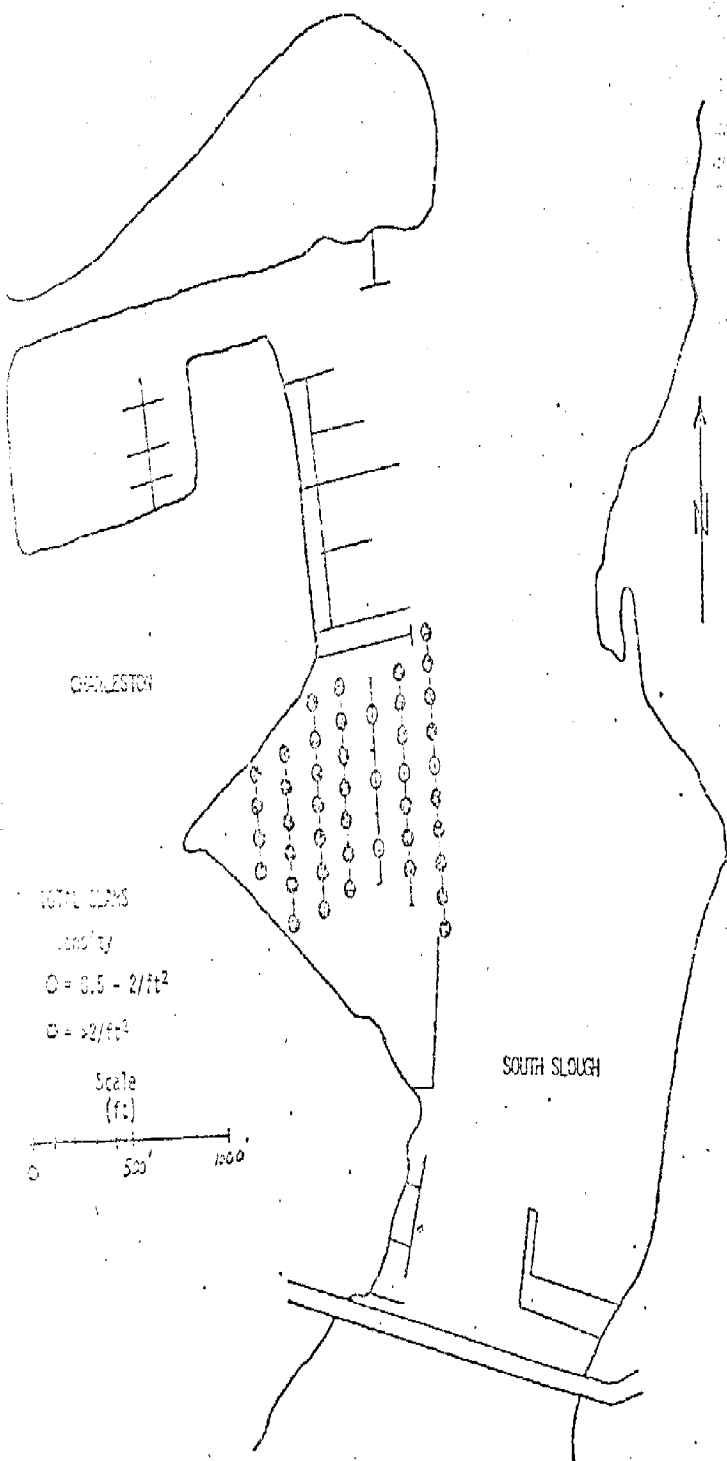


Figure 2. Clam Survey Project Area, South Slough of Coos Bay, 1977

stonians, butter *Scapharca gigas*, and softshell clam *Mya arenaria* are routinely dug by clam diggers. The other four species, irus *Macoma irus*, pilchard *Zenopsis pilchardii*, bentnose *Macoma nasuta*, and jackknife clam *Saxidomus nutalli*, although not generally taken by clam diggers, are important biologically to the estuary. The distribution and relative abundance of each of the nine species of clams are shown in Figures 3-11.

We estimate that 10.1 million clams inhabited the area (Table 2). Of this total, 6.4 million were irus clams, 1.5 million were bentnose and 1.3 million were gaper clams. The 95% confidence limits for gaper clams were 660,500-1,990,200.

Age compositions of butter, cockle, gaper and littleneck clams are shown in Figure 12. Except for the littleneck clam, spawning or survival of set appears to be sporadic. Irregular spawning or survival of clam set has also been noted on other subtidal clam beds in Coos, Tillamook and Yaquina bays.

Biomass estimates were calculated for butter, cockle, gaper and littleneck clams and totaled 502,200 pounds (227.8 m.t.). Gaper clams comprised 442,500 pounds (200.7 m.t.) of the total. Gapers averaged 0.34 pounds (153.0 grams) each.

The length frequency for gaper clams is shown in Figure 13. Mean size of gaper clams was 83.1 mm (3.27 in.). Size composition for butter, cockle and littleneck clams is not shown due to the small numbers taken.

Table 2. Summary of Numbers of Clams, South Slough Proposed Marina Site, Coos Bay, 1977.

Species	Number
Irus.....	6,427,000
Bentnose.....	1,482,000
Gaper.....	1,333,000
Cockle.....	348,000
Native littleneck.....	289,000
Butter.....	119,000
Softshell.....	50,000
Jackknife.....	20,000
Piddock.....	10,000
Total.....	10,078,000

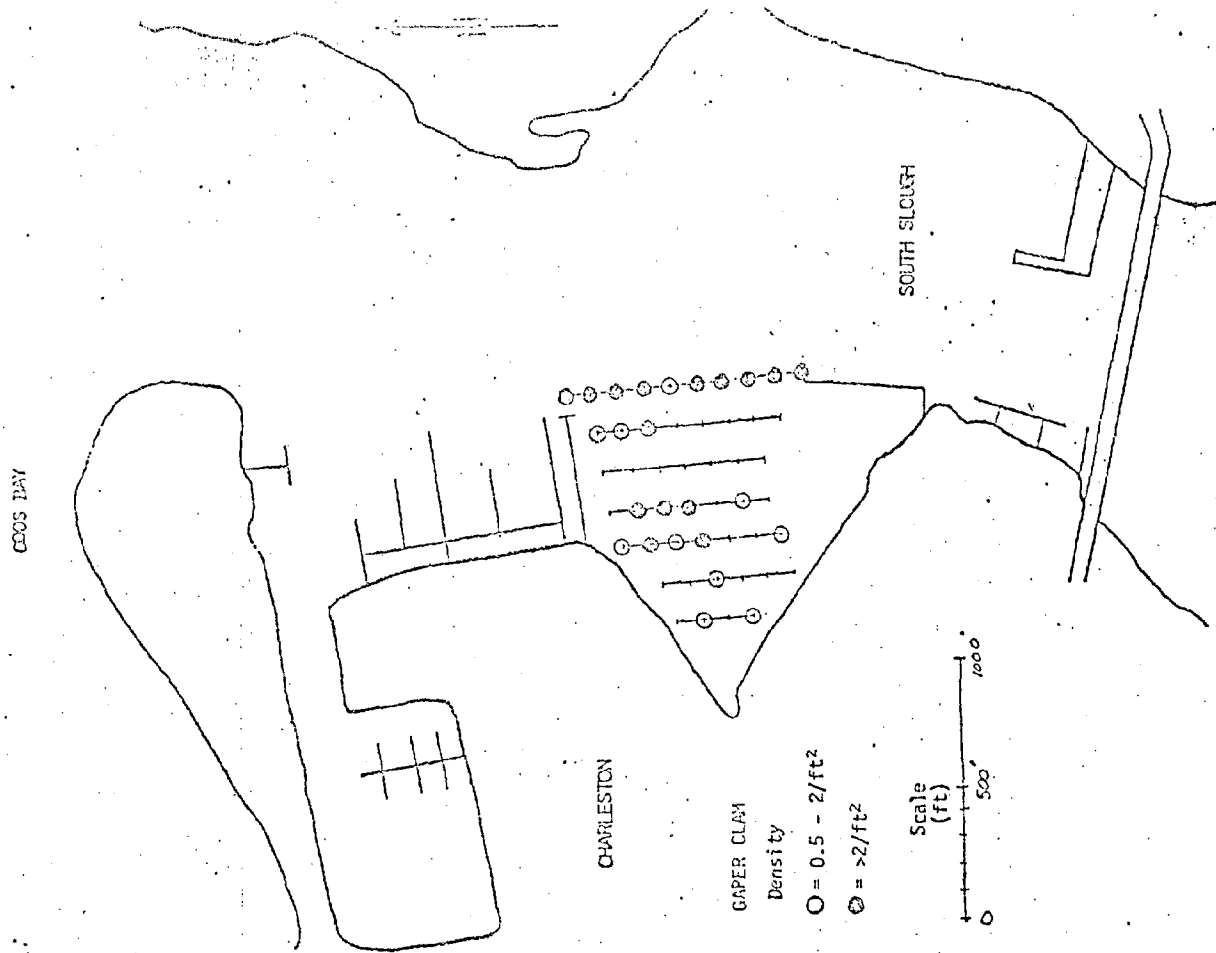


Figure 3. Clam Survey Project area, South Slough of Coos Bay, 1977

-9-
COOS BAY

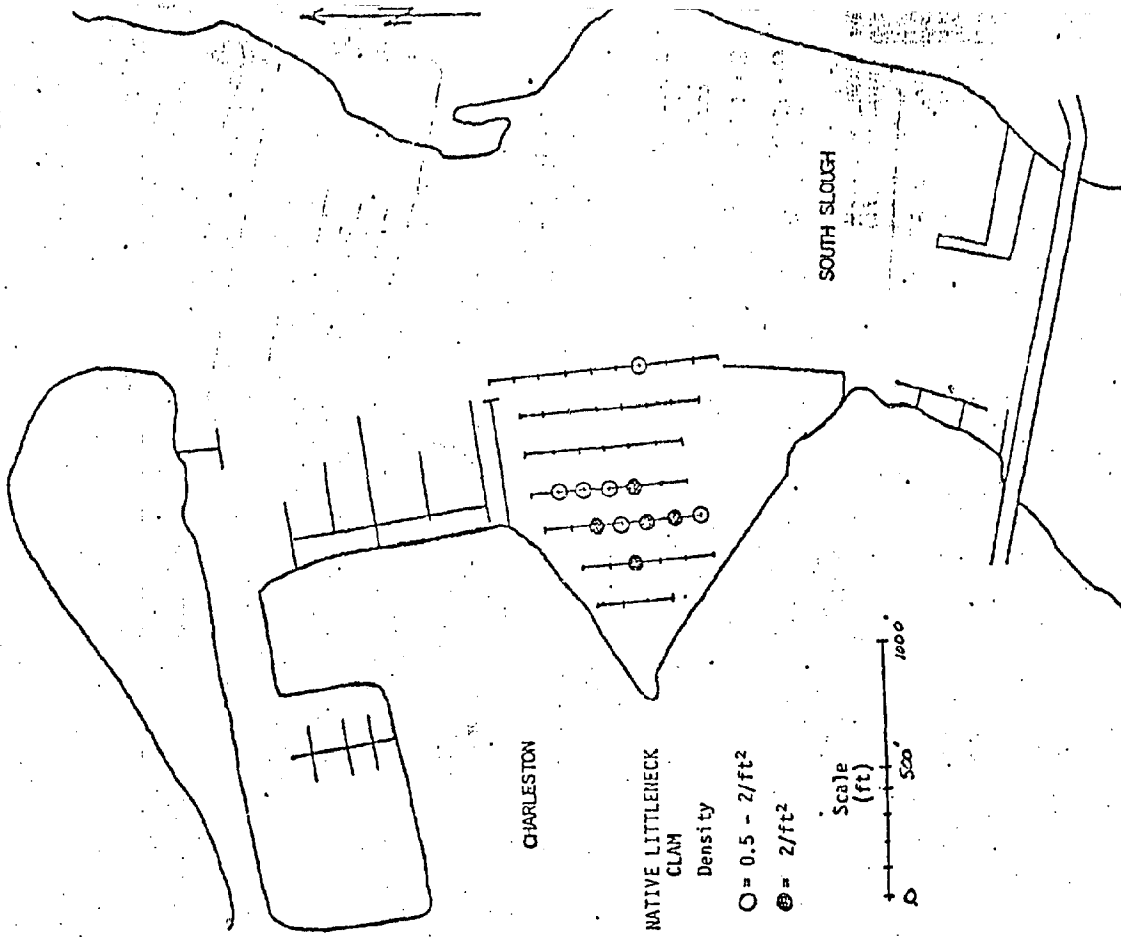


Figure 5. Clam Survey Project Area, South Slough of Coos Bay, 1977

-8-
COOS BAY

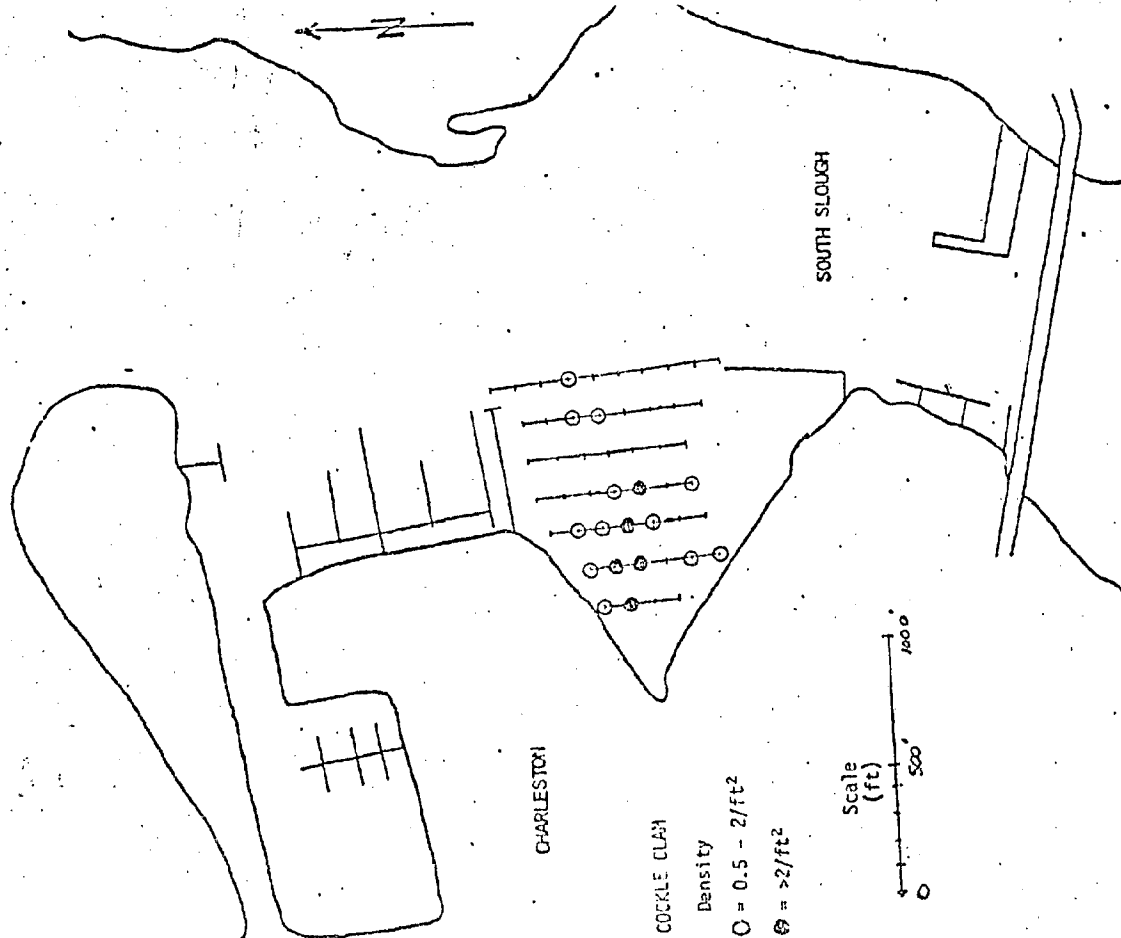


Figure 4. Clam Survey Project Area, South Slough of Coos Bay, 1977

-10-
COOS BAY

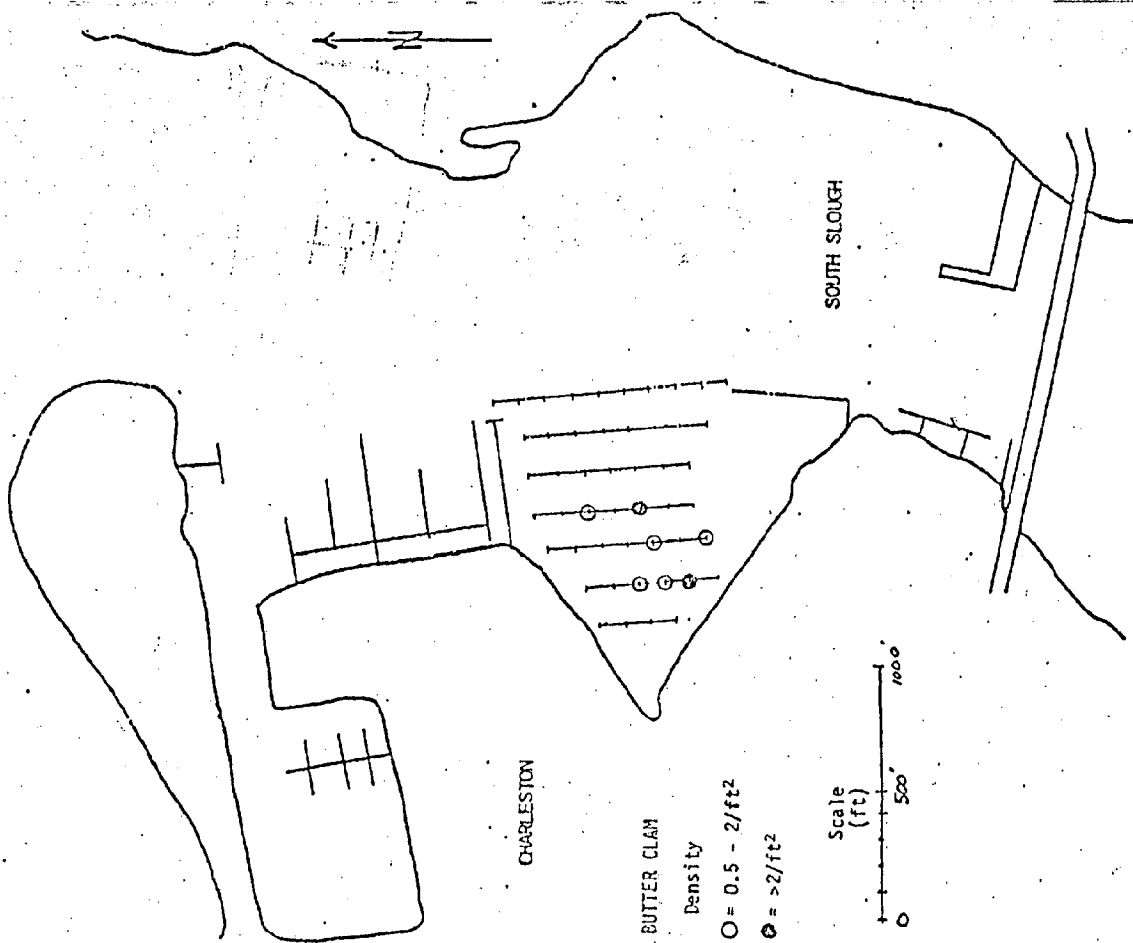


Figure 6. Clam Survey Project Area, South Slough of Coos Bay, 1977

-11-
COOS BAY

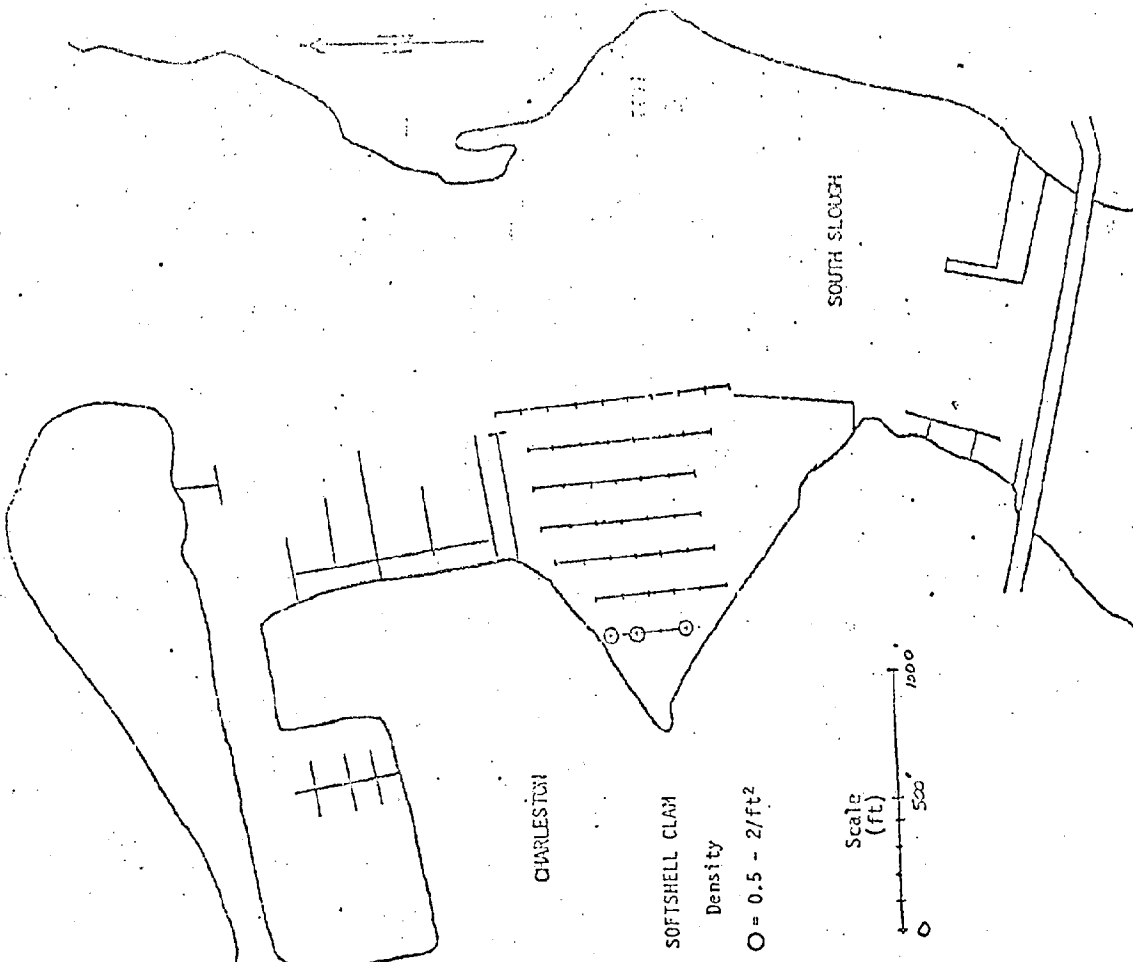


Figure 7. Clam Survey Project Area, South Slough of Coos Bay, 1977

-12-
COOS BAY

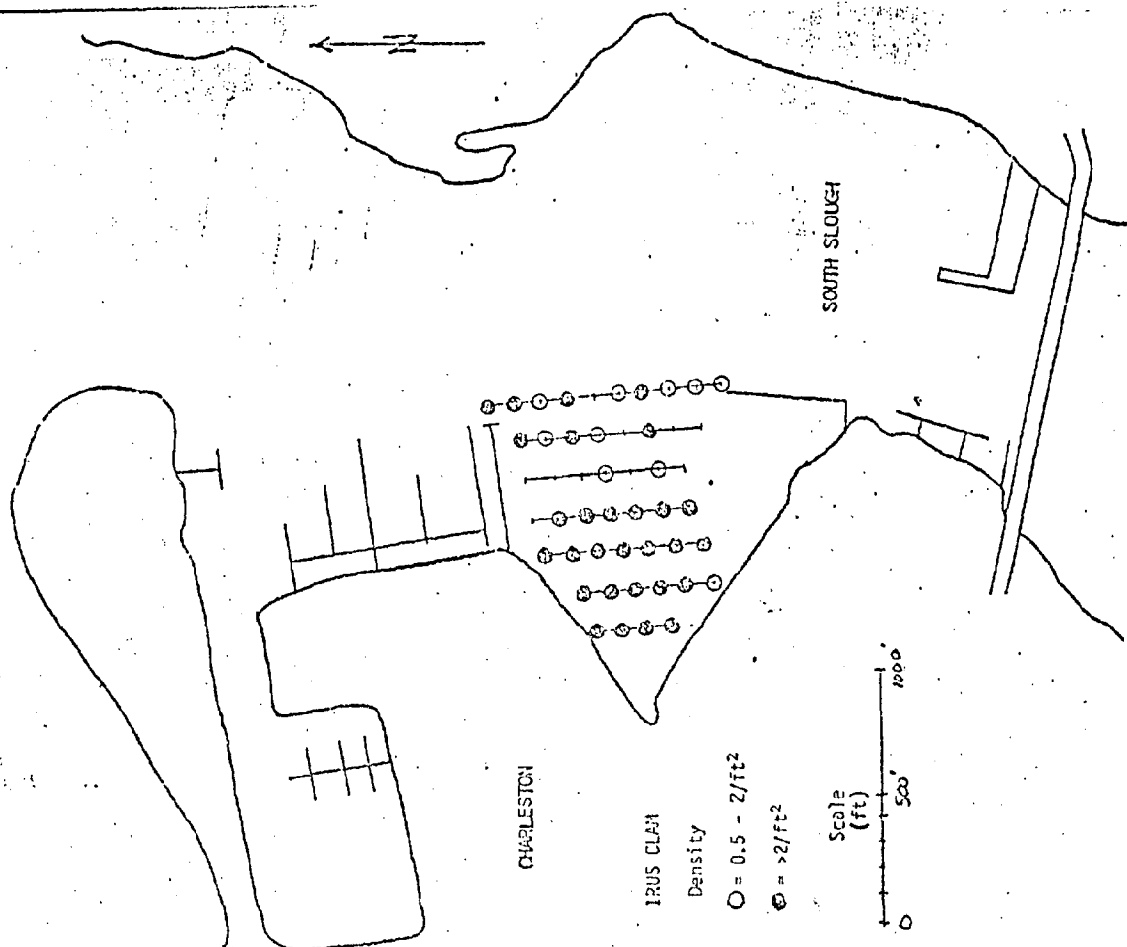


Figure 8 Clam Survey Project Area, South Slough of Coos Bay, 1977

-13-
COOS BAY

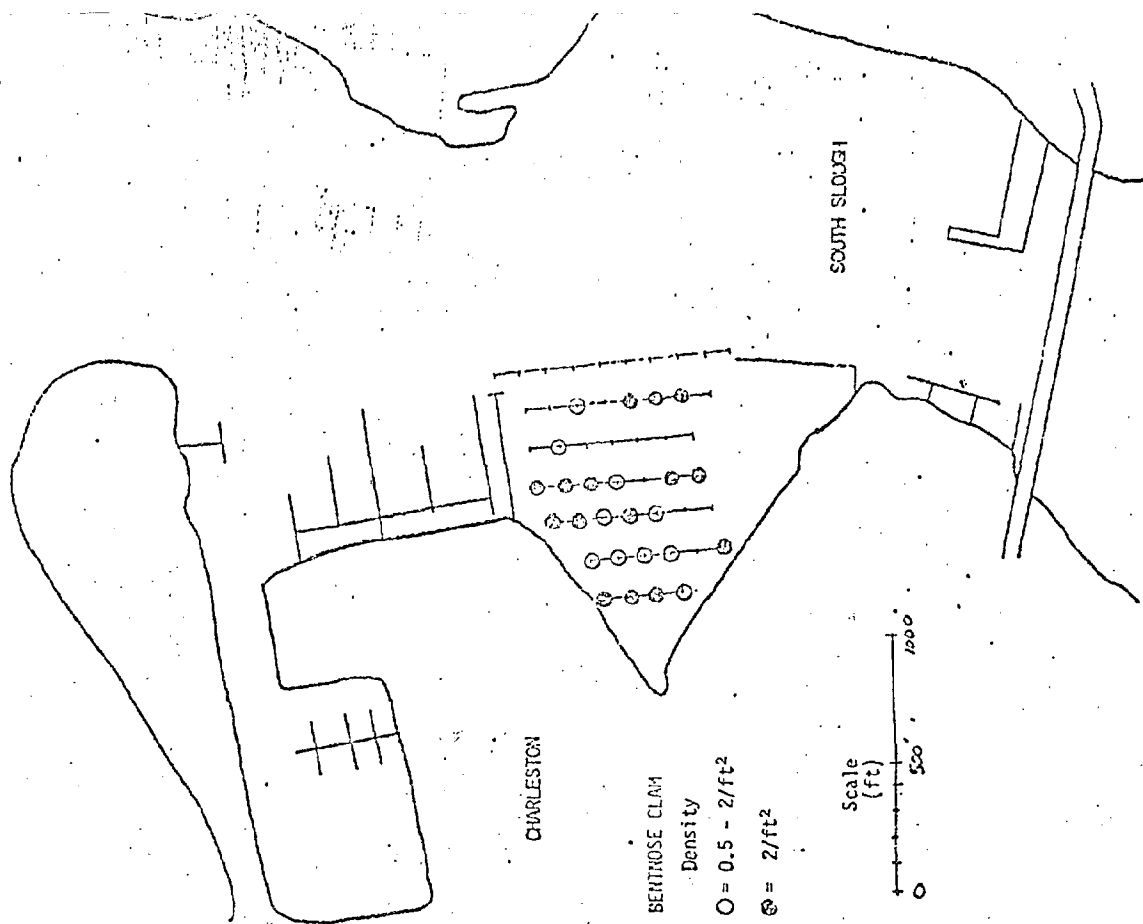


Figure 9 Clam Survey Project Area, South Slough of Coos Bay, 1977

-14-
COOS BAY

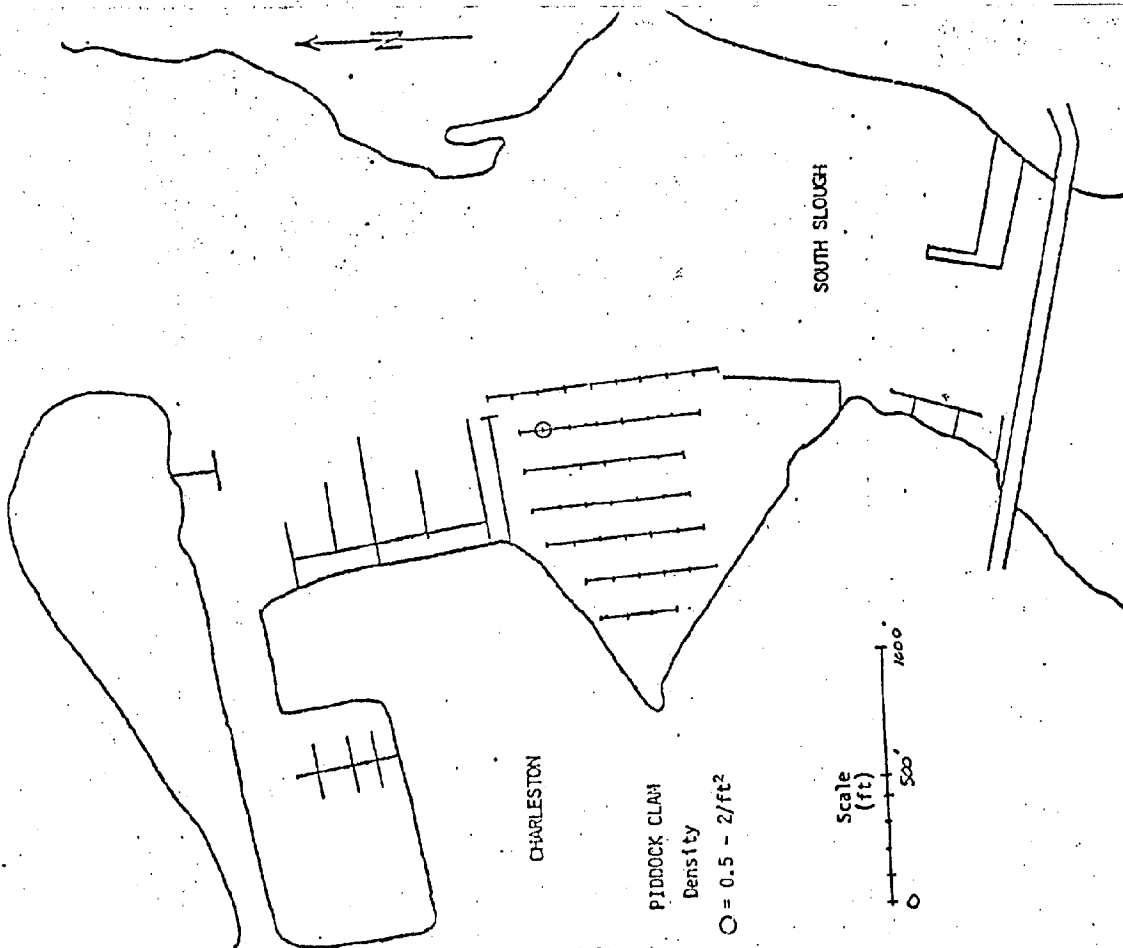


Figure 10. Clam Survey Project Area, South Slough of Coos Bay, 1977

-15-
COOS BAY

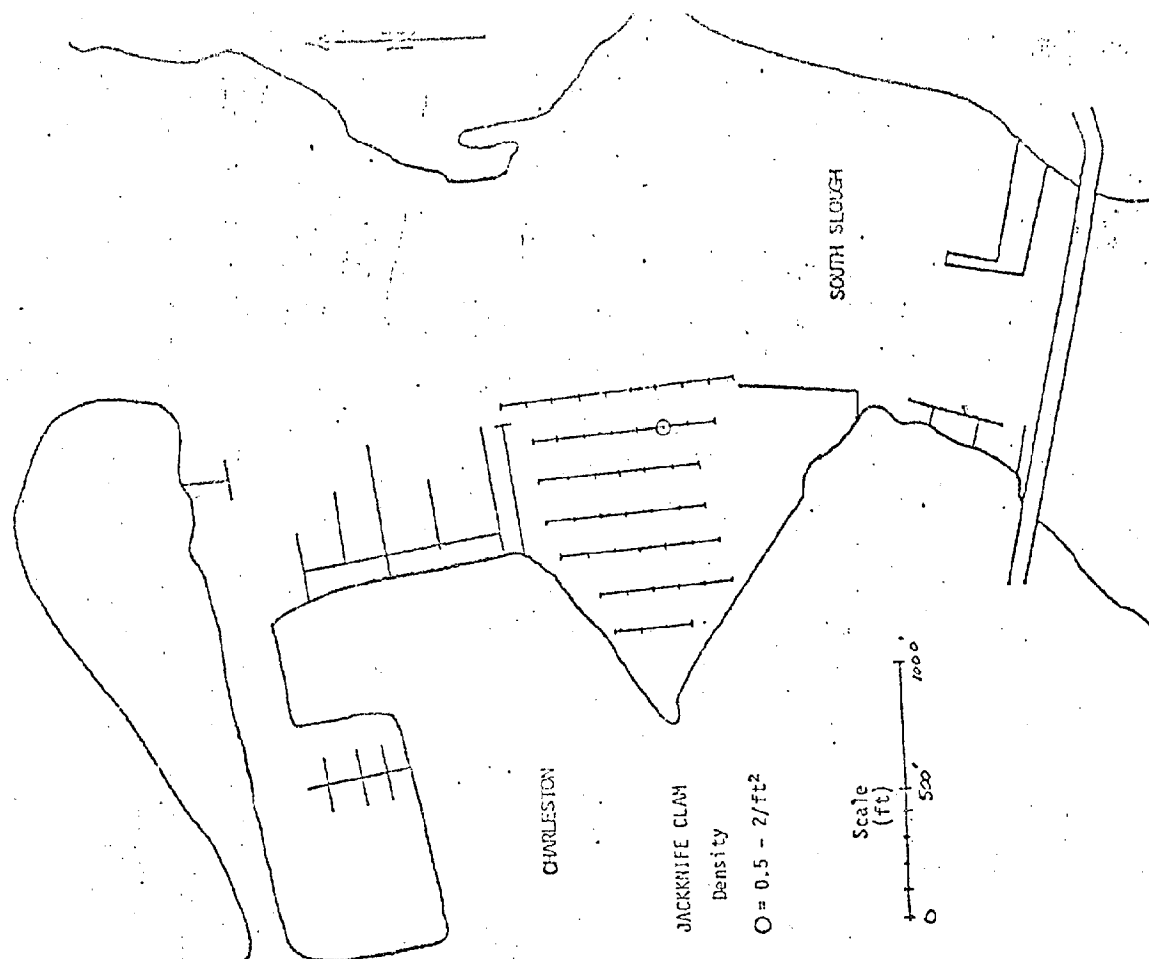


Figure 11. Clam Survey Project Area, South Slough of Coos Bay, 1977

-16-

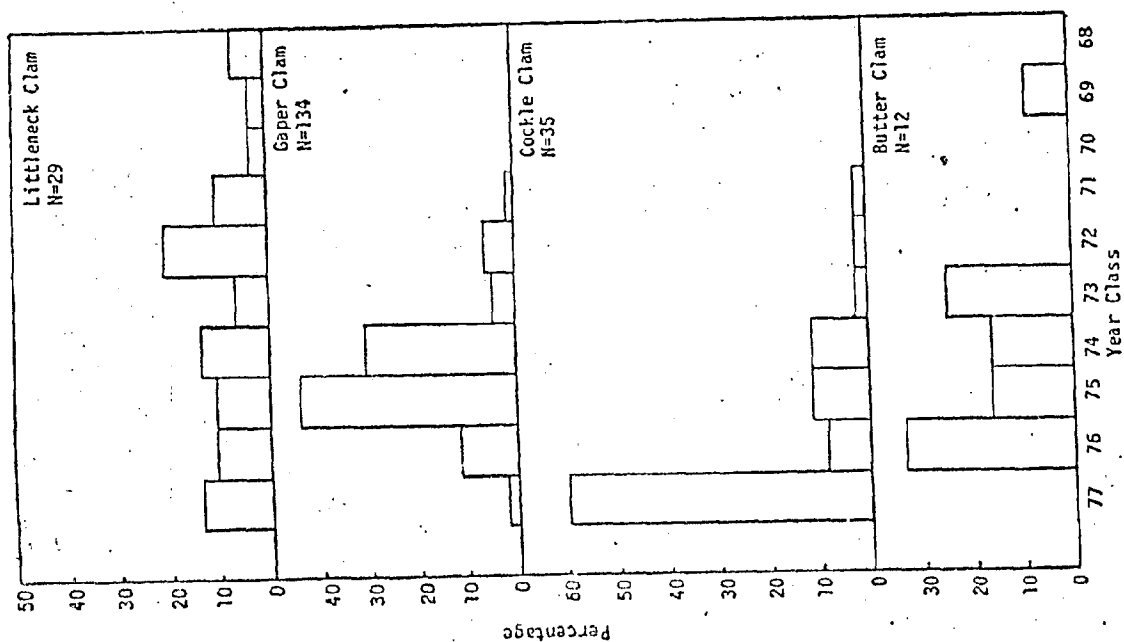


Figure 12. Age Composition of Clams, South Slough Marina Site, Coos Bay, 1977.

-17-

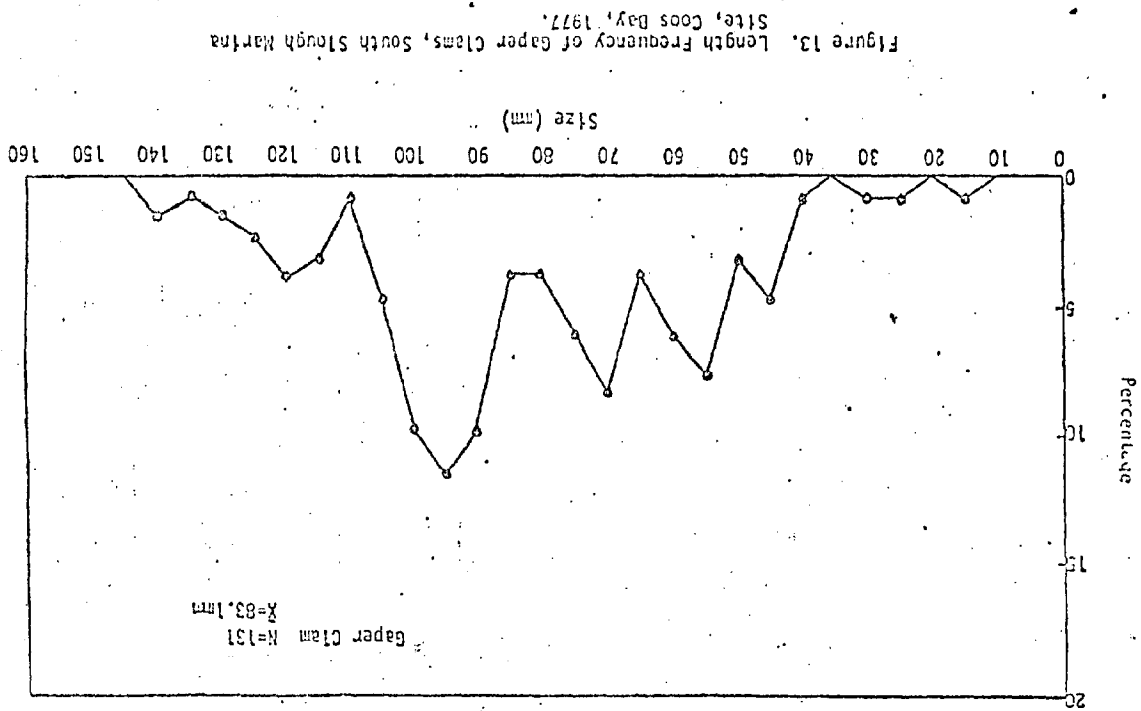


Figure 13. Length Frequency of Gaper Clams, South Slough Marina Site, Coos Bay, 1977.

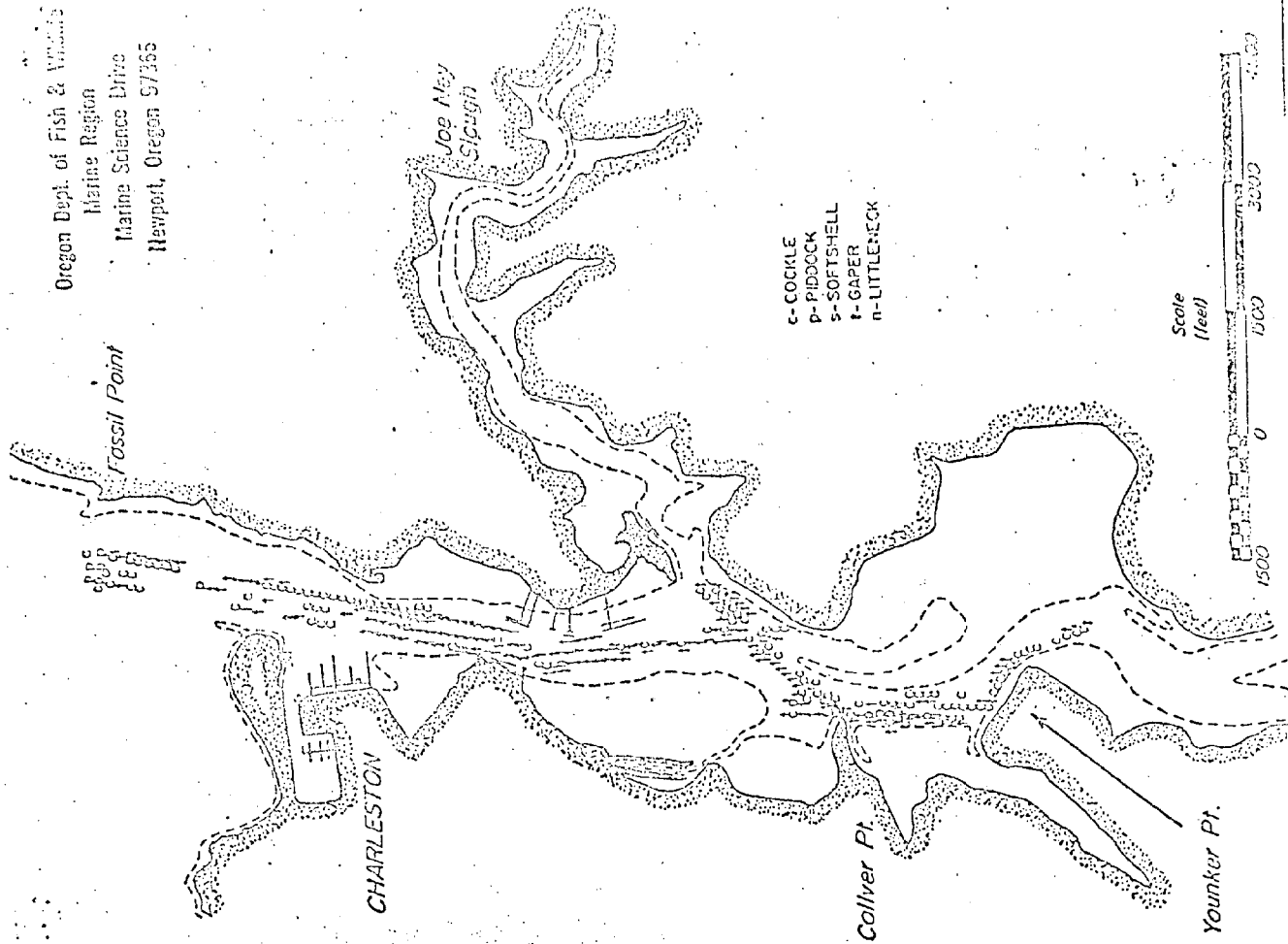
DISCUSSION

Our observations on the clam resources of the proposed South Slough marina site substantiates the fact that this area is not only an important component to the overall clam stocks of South Slough but is also a valuable resource to the recreational clam digger in Coos Bay and Charleston.

Although South Slough has substantial clam resources both intertidally and subtidally, limited shore access has always been a problem. In the 1971 resource use survey of Coos Bay, only four areas on South Slough were easily reached from shore. In numbers of clams harvested, the proposed marina site ranked second in production to the "Charleston" clam bed above the Charleston bridge on the west shore. Since 1971, reduced parking, due to new industrial development, and restricted access to the "Charleston" clam bed has substantially increased the importance of the proposed marina site to recreational clam diggers.

Although much of Coos Bay and South Slough remains to be surveyed, it seems reasonable that other areas of the bay should be considered as alternative sites for development. One of these areas is immediately north of the existing boat basin. This area has been suggested for development for some time and although the tideflat has not been surveyed for clams, historically this area has supported only an incidental razor clam fishery.

It therefore seems appropriate that the proposed South Slough marina site be preserved as a clam producing area and that any further development or encroachment into that area be strongly opposed by our agency.



Oregon Dept. of Fish & Wildlife
Marine Region
Marine Science Drive
Newport, Oregon 97355

Fossil Point

CHARLESTON

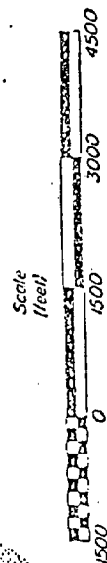
Joe Ney
Slough

F-13

Silver Pt.

Cunker Pt.

- SAND
- SHELL & SAND
- GRAVEL
- ROCK
- MUD
- BEDROCK



U.S. Department of Transportation
United States Coast Guard

BGE-WF

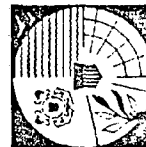
221-6333

Portland

Federal Marine Sanitation Device Regulations

Marine Toilets

CG-485



Introduction

The Environmental Protection Agency (EPA) issued regulations on 29 January 1976 which revised the Federal standards of performance for marine sanitation devices (MSD's). The regulations apply to all vessels on which toilet facilities have been installed, but do not require the installation of toilet facilities on a vessel which does not already have an installed toilet. The Coast Guard issued regulations which implement these standards on 12 April 1976. The term MSD includes any equipment for installation onboard a vessel which is designed to receive, retain, treat, or discharge sewage and any process which treats such sewage. It does not include "portable devices" which can be carried on and off the vessel. These regulations are effective after 30 January 1977 for new vessels and 30 January 1980 for existing vessels; however, boat owners may comply earlier. After the effective date of the regulations (or the date of compliance for those vessels which comply early), vessels are exempt from state and local regulation of MSD's, with one exception. A state may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into some or all of the waters within such state by making a written application to the Administrator, Environmental Protection Agency, and by receiving the Administrator's affirmative determination that adequate facilities for the safe and sanitary removal and treatment of

sewage from all vessels are reasonably available for such waters to which the prohibition would apply. In such waters, flow-through devices must be secured to prevent any discharge to the receiving waters. The new standards of performance, definitions of new and existing vessels, and the timetable for early and regular compliance are set forth on the reverse side.

General information concerning equipment.

1. All Marine Sanitation Devices must be Coast Guard certified.

If the unit was built before 30 January 1976, it is considered an "existing device". This equipment, except no-discharge devices built before 30 January 1975, was certified by official letter from the Coast Guard. No-discharge devices built before 30 January 1975 were certified by regulation without a letter, however some manufacturers applied for and received letters certifying their devices. You should obtain a copy of this letter from the manufacturer or distributor as your record that the equipment is Coast Guard certified. If the unit was manufactured on or after 30 January 1976 and is Coast Guard certified, except certain no-discharge devices, it will have a label on it. No-discharge devices being used solely for the storage of sewage and flush-water at ambient pressure and temperature may be certified by definition. Such devices certified in this manner can not be labeled.

However, manufacturers may apply for certification

on such devices and thereby may label them as Coast Guard certified. That label gives the certification number and indicates whether the equipment has been type approved for inspected or uninspected vessels.

2. Should I go flowthrough or no-discharge?

There are two varieties of marine sanitation equipment. One variety treats the waste and then discharges it into the water (Type I or Type II). The second retains the waste onboard or treats it in a manner which does not result in any discharge into the water (Type III). This includes holding tanks, recirculators and incinerators. You should investigate the area in which you will be operating to determine whether it is a no-discharge or discharge area. Then you can decide on discharge or no-discharge equipment. There are two types of no-discharge areas: Federal, and state or local. Federal regulations prohibiting discharges apply either to a class of waters (see note on reverse side) or to specific waters (contact your regional EPA office for exact areas). State and local prohibition areas are controlled by the state boating authority or local police. If you are operating in a no-discharge area, check on the availability of pumpout facilities. You can then decide on either retention equipment which will require periodic pumpout, or incinerating equipment which does not. If you operate in both discharge and no-discharge zones, you may want

to combine a Type I or Type II unit with Type III equipment to give the necessary flexibility.

3. What about capacity?

When you are selecting equipment, be sure to choose a system with adequate capacity for your needs. Look at the maximum number of persons that will be aboard your vessel, including guests, and select accordingly. When choosing retention or recirculating devices, be sure to provide sufficient capacity between pumpouts for your cruising needs. Remember that it is illegal to pump the contents of a holding tank overboard in U.S. waters.

4. Other considerations

When choosing marine sanitation equipment, remember also the considerations involved in selecting any piece of equipment for your vessel. Do I have adequate space for it? Is the vessel's electrical system capable of carrying the load? If needed, is my fresh water supply of sufficient capacity?

Remember, a little planning before you buy can result in years of trouble-free, safe operation of the vessel's marine sanitation system, and you can take pride in your contribution to protecting the quality of the Nation's waters for future generations.

Timetable for vessels with installed toilets.

30 Jan 76
30 Jan 77
30 Jan 78
30 Jan 79
30 Jan 80
30 Jan 81

New Vessel Schedule

Must install Type I, II, III MSD.
Must install New installations must be Type II or III MSD.

Except

If Type I Device is installed by 30 Jan 1980, then Type I Device may be used for the life of the device.

Existing Vessel Schedule

Must install Type II or III MSD.

Except

If Type I Device is installed by 30 Jan 1978, then Type I Device may be used for the life of the device.

New Vessel	Keel laid on or after 30 January 1975.
Existing Vessel	Keel laid before 30 January 1975.
Type I Device	USCG certified to 1000 fecal coliform/100 ml, no "visible floating solids" standard.
Type II Device	USCG certified to 200 fecal coliform/100 ml, 150 mg/l total suspended solids standard.
Type III Device	USCG certified to no-discharge standard.
Existing Device	Those manufactured prior to 30 January 1976.

Note

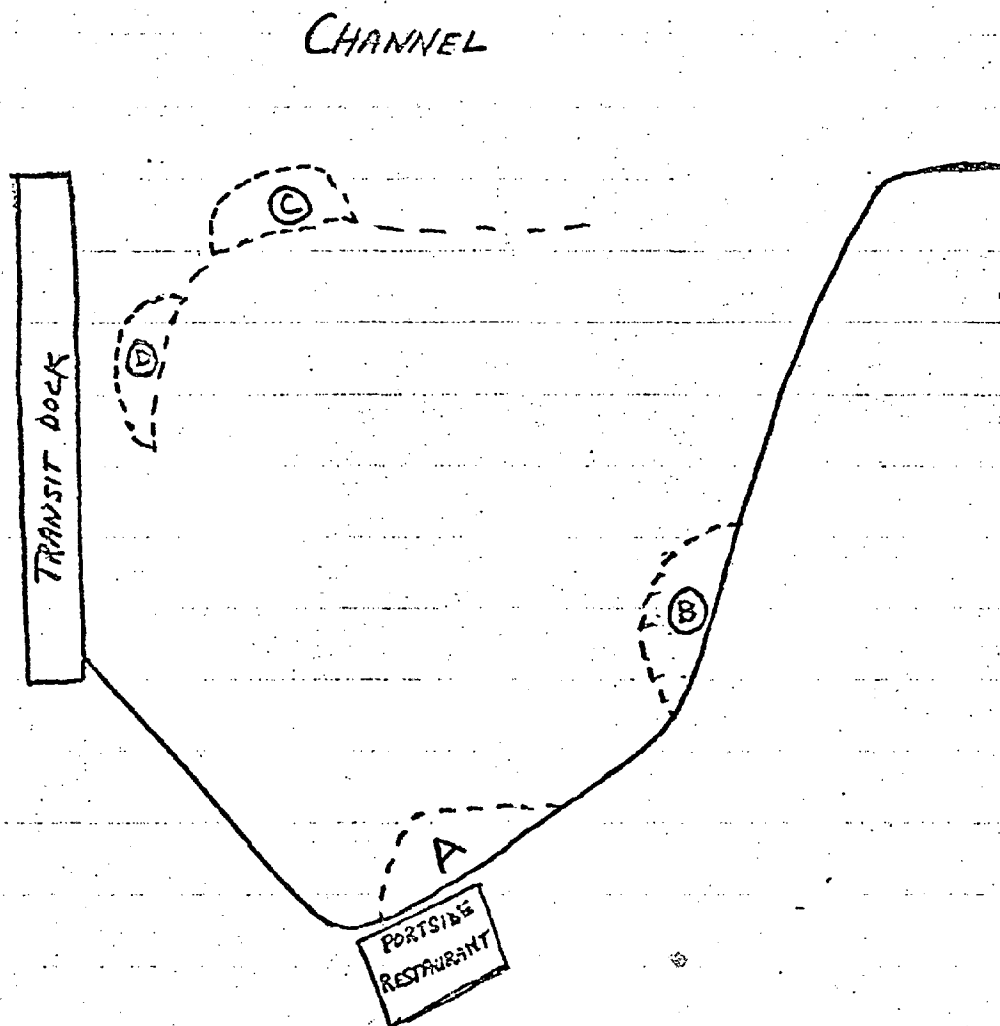
The EPA standards state that in freshwater lakes, freshwater reservoirs or other freshwater impoundments whose inlets or outlets are such as to prevent the ingress or egress by vessel traffic subject to this regulation, or in rivers not capable of navigation by interstate vessel traffic subject to this regulation, marine sanitation devices certified by the U.S. Coast Guard installed on all vessels shall be designed and operated to prevent the overboard discharge of sewage, treated or untreated, or of any waste derived from sewage. The EPA standards further state that this shall not be construed to prohibit the carriage of Coast Guard-certified flow-through treatment devices which have been secured so as to prevent such discharges.

SUMMARY OF SEINING IN COASTAL ACRES PROPERTY DESIGNATED

AS HO.6 ON THE WEST SIDE OF SOUTH SLOUGH IN 1979

Species	1/24 B	5/2 C	5/2 D	5/29 B	Date and Site
Chum Slamon		1 J	2 J		(Refer to seining map)
Chinook Salmon					
Surf Smelt	500 J	10 J	500 J		
Shiner Perch		91 A	204 J+A	883 A	
Pen Point Gunnel		1 A			A 38 meter bag seine was used at 1-2 meter depth
Saddleback Gunnel		4 A			
Pacific Sablefish			6 J		
Ling Cod		1 J			
Staghorn Sculpin	2 A	6A + 1 J	15 A	250 A	
Speckled Sanddab		1 A + 8 J	7 J		
English Sole	183 J	6 J	29 J	8 J	
Starry Flounder		2 A	1 J	1 A	
Curlfin Turbot			1 J		
Cabezon		5 J			
Kelp Greenling		21 J	1 J		
Snake Prickleback			2 J		
Shrimp (Crabo)		72	47		
Unidentified Shrimp		10			
Hermit Crab		1			
<u>No. of Species</u>	3	15	12	4	
<u>Site Conditions</u>					
Tide	Outgoing	Outgoing	Outgoing	Incoming	
Time	13:45	10.20	11.00	14.00	
Wind	5-10 S	0-S	0-5 NW	15-20 NW	A = Adult
Temp	45°			58°	J = Juvenile
Salinity	Full	Full	Full	Full	
Vegetation	Eelgrass	Eelgrass	Ulva	Eelgrass	

SEINING SITES IN COASTAL ACRES (1979)



Coastal Acres Property Designated as HO.6 on the West Side of South Slough.

← Site A → ← Site B →

June-1978

Species	3/15 ^u	5/23	6/12	7/12	7/26	8/10	8/24	9/22
Chinook Salmon				1 J				
Surf Smelt	200	450 M	20 J			50 A		
Top Smelt								
Shiner Perch		1800 A	200 A	175 M	500 M	500 M	5000 M	400 M
Pile Perch					1 J			
Saddleback Gunnel						1 A	15 A	1 A
Sablefish Lingcod					3 J			
Staghorn sculpin	162 M	180 M	25 M	50	50	25 A	50 A	4 A
English Sole	3 J	1 J				5 J		
Starry Flounder		1 A	1 A				1 A	
Curlfin Turbot								
Dungeness Crab								1 J
Crago Shrimp								
No. Species	3	5	4	3	4	5	4	4

J = Juvenile

A = Adult

M = Mixed

^u Lugworms were extremely dense on exposed mudflat.

Area		August 10, 1979																H	
Seining Sites		1.1	1.3	1.4	2.2	2.4	3.1	2.7	4.1	5.8	7.1	7.5	7.6	7.8	0.4	0.5	0.6	0.9	
Seine Hauls																			
Sampling Area																			
Snake prickleback												10 A							
Pacific butter fl (Pompano)																			
Penpoint gurnel																			
Saddleback gurnel						20	3 A				200 A	25 A		6 A			1 A	1 A	
Rockwood gurnel																			
Bay goby																			
Wolf-eel																			
Pacific sand lance																			
Black rockfish						23 J	5 J												
Blue rockfish																			
Copper rockfish																			
Bocaccio																			
Unknown rockfish												3 J							
Lingcod																			
Kelp greenling				1 J		3 J													
Rock greenling																			
Buffalo sculpin																			
Staghorn sculpin		25 M																	
Silver spotted sc											50 M	25 M		4 A	10M	1 A	10 A	25A	1 A
Cabezon																			
Brown Irish lord																			
Red Irish lord																			
English sole		112 J									28 J	57J	1 J	16J		8J	5J		
Sand sole																			
Starry flounder				6 J							1 A								
Speckled sand dal		141 J					3J 11J	5J 3J			19 J	9J	10J	5 J	2M	5 J			2J
Dungeness crab							1 A				5 J								
Redrock crab																			
Shore crab																			
Shrimp crago		15									10	10		5					
Kelp crab				1 J	1 J														
No. Species		7	3	13	9	9	9	5		17	14	7	8	8	2	12	5	9	
No. Fish		348	8	207	79	2793		9		1124	1831	1883	556	2626		250	581	840	
Juvenile-Sublegal L 5 3/4"		9	14	11	12	1	13			5	3	4	8	2	10	7		6	

August 10, 1978

A

H

Seine Hauls		August 10, 1978																		H	
Seine Hauls	Sampling Area	1.1	1.3	1.4	2.2	2.4	3.1	2.7	4.1	5.8	7.1	7.5	7.6	7.8	0.4	0.5	0.6	0.9			
Pacific lamprey																					
Green sturgeon																					
American shad								35A							1000J						
Pacific herring																					
Northern anchovy																					
Pink salmon																					
Chum salmon																					
Coho salmon						1J															
Chinook salmon							1J									3J	2J				
Sockeye salmon																10J	1J				
Cutthroat trout																					
Rainbow trout																					
Whitebait smelt																					
Surf smelt	18J							2000A	1A												
Eulachon																					
Topmolt Jacksmelt																					
Pacific tomcod																					
Tube snout	2																				
Threespine stickle																					
Bay pipefish	35																				
Shiner perch							1A														
Pile perch							102M 26M														
Redtail surfperch							700M														
Walleye surfperch							15J 15M														
Silver surfperch									3A												
Striped seaperch																					
White seaperch							19M 16J 22J														
							9A	1J													

APPENDIX G

Public Notice

Following are notices of the major public meetings or hearings held on the Boat Basin Exception process. Other meetings included Task Force meetings which were open to the public, the State and Federal agency briefings held in Salem, the meeting with the Charleston-Barview Neighborhood Group, and the "Open House" discussion session. In addition the Boat Basin Exception was regularly discussed as an agenda item for Port of Coos Bay meetings and was discussed as an item of Coos County Board of Commissioners regular and special meeting agendas. Notices, agendas, minutes/notes from these meetings are contained in the administrative record which is available for inspection.

DIVISION OF STATE LANDS

NEWS RELEASE

For release: January 12, 1979
Contact Stan Hamilton, 378-3805,
for additional information.

William S. Cox, Director
1445 State Street
Salem, Oregon 97310

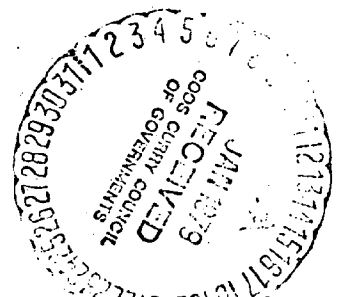
Hearing Notice

The Division of State Lands has scheduled a hearing in the International Woodworkers Hall, 2222 Broadway, in North Bend, Oregon, on Thursday, January 25, 1979, at 9:00 a.m. to consider the denial of the Port of Coos Bay's Removal Permit Application No. 2867.

The Port made application for this permit on March 14, 1978, seeking to expand moorage facilities at the Charleston Boat Basin.

The Division denied this application on November 15, 1978. The basis for the denial was an evaluation that the project would not be consistent with the protection, conservation, and best use of the water resources of this state.

The hearing is open to the public and will be conducted as a contested case in accordance with ORS 541.625(4) and the Administrative Procedures Act.



SMALL BOAT BASIN EXCEPTIONS PROCESS
PUBLIC WORKSHOP
MARCH 15, 1979
NEIGHBORHOOD FACILITY BUILDING, COOS BAY
7:30 P.M.

1. Open Workshop and Welcome
(Please sign attendance roster, thank you)
2. Purpose of Workshop
3. Identify objective of the Technical Task Force
4. Brief overview of work program
5. Discuss need for moorage and related issues
6. Discuss scope of consideration in terms of type
of moorage and portion of Bay
7. Identify and discuss alternatives to Charleston
Small Boat Basin Expansion using moorage siting
criteria
8. Other
9. Notice of 2nd Public Workshop and adjourn

Second Public Workshop

Charleston Small Boat Basin Expansion
LCDC Goal Exception Process

Neighborhood Facility Bldg.

March 29, 1979
7:30 p.m.

A G E N D A

- Item 1. Welcome and Introductions
- Item 2. Materials available for use of workshop participants.
- Item 3. Purpose of Workshop
 - a. Evaluate alternatives
 - b. Evaluate compatability of proposed expansion with adjacent uses
 - c. Identify consequences of proposed expansion
 - d. Discuss consistency with LCDC goals and county policies
- Item 4. Evaluate alternates
 - a. Eliminate least feasible alternatives
 - b. Select alternatives which should receive extensive evaluation
- Item 5. Identify environmental, social, economic, energy consequences of proposed expansion - both pro and con.
- Item 6. Discuss relationship of proposed expansion to LCDC goals and county plan policies.
- Item 7. Questionnaire
- Item 8. Other
- Item 9. Adjourn

Note: Next workshop to review draft exceptions document will be in April with date and place to be announced in notice accompanying the mail-out of draft and by news media.

PUBLIC WORKSHOP ANNOUNCEMENT

On the Exceptions Process for
the Proposed Charleston Small Boat Basin Expansion

April 25, 1979
Neighborhood Facility Bldg., Coos Bay
7:30 p.m.

The third public workshop on the Exception Process for the Proposed Small Boat Basin Expansion at Charleston will be held on Wednesday, April 25, 1979, at 7:30 p.m. in the Neighborhood Facility Bldg., Coos Bay.

At this workshop, the overall status of the work on the proposed exception, recommendations of the Technical Task Force, and portions of the draft document will be discussed. Workshop participants will also be asked to review and comment on the evaluation summary of the alternatives for the moorage.

A timetable of the remainder of activities for the process will be presented and discussed. Participants will be asked to decide if another public workshop should be held before the exception is considered at a public hearing before the Coos County Board of Commissioners.

Please make every effort to attend this workshop as the public's input is needed!

Thank you.

A G E N D A

PUBLIC WORKSHOP #3

CHARLESTON SMALL BOAT BASIN EXPANSION EXCEPTIONS PROCESS

April 25, 1979
Neighborhood Facility Building
7:30 p.m.

- Item 1. Convene and Welcome
- Item 2. Where process is.
- Item 3. Evaluation Processes for Alternative Sites.
- Item 4. Discussion of the Seven Alternatives Re: Moorage Siting Criteria and Process Criteria.
- Item 5. Establishing Priorities for Alternatives.
- Item 6. Open Discussion on Exception Process.
- Item 7. Adjourn.

NOTICE OF PUBLIC HEARING

PUBLIC HEARING ON THE PROPOSED EXCEPTION TO THE ESTUARINE RESOURCES GOAL #16 TO THE LAND CONSERVATION AND DEVELOPMENT COMMISSION STATEWIDE AND COASTAL GOALS AS RELATED TO THE PROPOSED EXPANSION OF THE CHARLESTON SMALL BOAT BASIN INTO THE AREA KNOWN AS "COASTAL ACRES"

Notice is given that the Coos County Board of Commissioners will conduct a public hearing to consider adopting an exception to a portion of the Land Conservation and Development Commission Goal #16 (Estuarine Resources) for the purposes of the Charleston Small Boat Basin expanding into a portion of the area known as "Coastal Acres". Goal #16 requires that clam beds be designated as conservation management units which do not allow new dredging. Portions of a clam bed used for recreational purposes would have approximately 133,000 cubic yards of material removed by new dredging for the siting of approximately 180 additional boat moorages if the exception is taken.

The purpose of the public hearing is to hear public testimony and to consider adopting the exception if it is found that an exception to a portion of Goal #16 should be taken based on consideration of need for the use, alternative locations for the use, compatibility with adjacent and surrounding uses, and long-term environmental, social, economic, and energy consequences to the locality, the region, and the State.

The proposed exception, if adopted, would be an amendment to the Coos Bay Estuary Plan, An Element of the Coos County Comprehensive Plan, adopted in 1975.

Notice is particularly given that the document setting forth information pertinent to the proposed exception shall be available to the public no later than Tuesday, May 22, 1979, at the Coos Bay, North Bend, Southwestern Oregon Community College, Coquille, Myrtle Point, and Bandon Public Libraries, at the Coos County Planning Department offices, at the Coos-Curry

Council of Governments offices, at the Port of Coos Bay offices, at the Charleston Boat Basin offices, and at the Oregon Institute of Marine Biology. Copies will be mailed to key participants in the public process and will be given or mailed, on request, to individuals who contact the Coos-Curry Council of Governments offices.

The ordinance to be considered for adoption contains an emergency clause and, if adopted, would be in effect immediately as the matter of securing additional moorage is deemed to be in the interest of the public health, safety, and welfare being protected.

The proposed ordinance will reference the exceptions document being made available for public use. The exceptions document will contain an executive summary which will be included in the body of the ordinance.

The Hearing will be held on June 8, 1979, at 10:00 a.m. in the Commissioners Hearing Room, Courthouse, Coquille.

The public is encouraged to attend and participate in this hearing by submitting written statements for the record or oral arguments regarding the proposed exception and plan amendment at the hearing. The hearing record will be closed at the hearing.

Published May 19, 21, 22

Sandra Diedrich, Director
Coos-Curry Council of Governments for
Coos County Board of Commissioners

cc: Coos County Board of
Commissioners

Peter Kasting

Port of Coos Bay

NOTICE OF PUBLIC HEARING

PUBLIC HEARING ON THE PROPOSED EXCEPTION TO THE ESTUARINE RESOURCES GOAL #16 TO THE LAND CONSERVATION AND DEVELOPMENT COMMISSION STATE-WIDE AND COASTAL GOALS AS RELATED TO THE PROPOSED EXPANSION OF THE CHARLESTON SMALL BOAT BASIN INTO THE AREA KNOWN AS "COASTAL ACRES"

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The Hearing will be held on June 8, 1979 at 10:00 a.m. in the Commissioners Hearing Room, Courthouse, Coquille.

The public is encouraged to attend and participate in this hearing by submitting written statements for the record or oral arguments regarding the proposed exception and plan amendment at the hearing. The hearing record will be closed at the hearing.

To be published the week of May 27-June 2, 1979 in the Coquille Sentinel and the Bay Reporter.



Sandra Diedrich, Director
Coos-Curry Council of Governments for
Coos County Board of Commissioners

cc: Coos County Board of
Commissioners

Peter Kasting

Port of Coos Bay

KCBY

KYNG

KHSN

KBBR

KWRO

COOS-CURRY COUNCIL OF GOVERNMENTS

P. O. BOX 647

NORTH BEND, OREGON 97459

TO: Recipients of the Charleston Boat Basin Exception Document
FROM: Sandy Diedrich
SUBJECT: Status of the Process and the Draft Document

DATE: June 6, 1979

DRAFT DOCUMENT STATUS

Enclosed is a copy of the "to-date" draft exceptions document. The Task Force review has produced several changes and directions for changes which will be mailed under separate cover. While there will be several changes in the draft document, it seems appropriate to distribute the original draft so that you can see the progress of the process and can see the results of the Task Force review when you receive the additional or revised material.

PLEASE NOTE: page III-7 to III-22 of the PART III: EXCEPTION (goldenrod color) will be substantially revised. You will be mailed copies of re-drafted or revised sections as soon as they are prepared. You will need to replace certain sections of the enclosed draft with the revised sections which will be mailed. Since everything is color-coded, it should be fairly easy.

TASK FORCE STATUS

While the Task Force met for nearly five hours on June 1, 1979, the members decided they needed one more meeting to complete their work. They reduced the number of alternatives under consideration from seven to four. Those remaining under Task Force consideration are:

- Expansion of existing facilities
- "Coastal Acres"
- Extension of the breakwater (Point Adams)
- Sitka Dock

Those eliminated from further consideration for this process are:

- Swanson Property
- Barview Wayside
- North Point

At the last Task Force meeting, the Task Force will make the following recommendations to the Coos County Board of Commissioners:

- findings on need
- findings on alternatives
- findings on consequences
- findings on compatibility
- recommendations whether or not to take an exception to the LCDC goals for the portion of "Coastal Acres"
- recommendations on the proposed plan amendment
- other related recommendations

They will also make any needed additional changes in the draft document.

PUBLIC HEARING STATUS

The June 8, 1979, Public Hearing will be held as scheduled. The Task Force has recommended that the Coos County Board of Commissioners be presented with information on the process to date, hear public comment, and then recess until the Task Force has had its final meeting.

FUTURE MAILINGS

You may expect to receive the following mailings on the Boat Basin Exception process:

1. Changes in the draft document and notice of the date for the public hearing to reconvene.
2. Final Task Force recommendations.
3. Notice of action taken.

If for some reason you do not wish to receive any of the future mailings, please return the attached questionnaire to the Coos-Curry Council of Governments' offices. It is a self-addressed mailer. Thank you for your continued interest in and cooperation with the boat basin exception process.

COOS-CURRY COUNCIL OF GOVERNMENTS

P. O. BOX 647

NORTH BEND, OREGON 97459

TO: Recipients of "Boat Basin Exceptions Document"

FROM: Sandra Diedrich

SUBJECT: Notice of Public Hearing reconvening and Changes in the Draft Document

DATE: June 18, 1979

Please be advised that the Coos County Board of Commissioners will reconvene the Public Hearing on the proposed exception to the Estuarine Resources goal related to the Coastal Acres boat basin expansion on Friday, June 22, 1979. The time of reconvening will be 12:00 noon with the record being kept open until 12:00 noon on the 22nd. Please have any letters or materials submitted to the Coos County Board of Commissioners by noon on the 22nd.

Enclosed please find changes to the pink and gray sections based on Boat Basin Exception Task Force input.

The Task Force is holding its final meeting today. The final recommendations of the Task Force as well as any other changes in the Draft Document will be mailed as soon as this information can be processed.

After the public hearing has been completed and after a decision on whether or not to take a goal exception has been made, you will be informed of action taken.

Please do not hesitate to contact our office if you have any questions or comments, please don't hesitate to contact me.

Thank you.

SD/tam

Enclosures

COOS-CURRY COUNCIL OF GOVERNMENTS

P. O. BOX 647

NORTH BEND, OREGON 97459

TO: Recipients of the Proposed Boat Basin Exception Document

FROM: Sandra Diedrich

SUBJECT: Revised Exception Document

DATE: July 13, 1979

Please be advised that the third session of the Public Hearing to consider the proposed goal exception for the proposed expansion of the Charleston Small Boat Basin into the area known as Coastal Acres will be held on July 25, 1979, at 11:00 a.m. at Coquille in the Coos County Commissioner's Courthouse Hearing Room. You are especially invited to attend this hearing.

The public hearing was opened on June 8, 1979, continued to June 22, 1979, and continued again to July 25, 1979. It is expected that the Coos County Board of Commissioners will make a decision on whether or not to take the exception on July 25.

Attached is a copy of the summary of the final Boat Basin Exceptions Task Force meeting on July 6, 1979.

Enclosed also is a copy of the revised Boat Basin Exceptions document except for the appendices which are white. Since these are the same, please add them to the revised material we have sent to you. Also, we have sent some additional information for appendices which are also white. Please place the white paper with the proper appendix.

Thank you for your continued interest and participation in this process.

COOS-CURRY COUNCIL OF GOVERNMENTS

P. O. BOX 647

NORTH BEND, OREGON 97459

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FROM: Sandra Diedrich

SUBJECT: Revised Exception Document

DATE: July 13, 1979

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The public hearing was opened on June 8, 1979, continued to June 22, 1979 and continued again to July 25, 1979. It is expected that the Coos County Board of Commissioners will make a decision on whether or not to take the exception on July 25.

Attached is a copy of the summary of the final Boat Basin Exceptions Task Force meeting on July 6, 1979.

The Boat Basin Exceptions document has been revised. Copies will be available at the same public places where the first drafts were available. These are:

- Coos County Planning Department offices
- Coos-Curry Council of Governments offices
- Port of Coos Bay offices
- Oregon Institute of Marine Biology
- Coos Bay Library
- North Bend Library
- Southwestern Oregon Community College Library
- Coquille Library
- Myrtle Point Library
- Bandon Library

For the sake of economy and to be conservative with tax dollars, we are reducing the number of revised documents being mailed out. If using a public place (library, port offices, etc.) copy is not convenient for you and if you would really like to have the revised document, please call our office so we can mail one to you or stop by our office to pick one up.

Thank you for your continued interest in the Boat Basin Exception Process.

APPENDIX I

Miscellaneous

Included in this appendix are the two questionnaires and results from the questionnaires which were used at the first and second public workshops. Also included are some correspondence of interest. Several of these letters are in objection to the project. While many letters of support are available or other letters were submitted in response to the Division of State Lands and the Corps permit review. The information on correspondence in this appendix is not intended to be all-encompassing of comments but intended to be illustrative of some concerns or issues raised.

QUESTIONNAIRE

PUBLIC WORKSHOP #2

6. Do you think there would be any adverse economic effects if the boat basin is expanded as proposed? Please list.

SMALL BOAT BASIN EXPANSION EXCEPTION PROCESS

PUBLIC WORKSHOP #2

QUESTIONNAIRE RESULTS

1. Of the 17 alternatives discussed tonight, which ones are most feasible:

	1st Choice	2nd Choice	3rd Choice
Swanson Property	4		2 (closer look)
Charleston Acres	9	1*	
Sitka Dock		1	1
Coastal Acres	2		
Dry Land Storage	1		
Barview Wayside		1	
North of Breakwater		1 (closer look)	

*Is the one to relieve the present situation.

2. Is the proposed boat basin expansion project compatible with surrounding land uses and activities? Why do you think it is, or why do you think it isn't.

Yes - 11

Near plants-near ocean-near facilities-near most of fisherman's homes.

Fishing facilities and support services.

Support facilities.

Other boats already there.

It is compatible with the surrounding area. The surrounding area is used by commercial fisherman and processors.

Because all facilities there lend to this type of development.

The total acreage of Charleston is too small to accommodate the presently planned expansion.

All business interests are dependent on-mostly the fishing vessel activities.

Everything is there already.

No - 2

The facilities to handle the boats is already existing.

Too much congestion in a small place. Not only congestion at the basin, but it would add a lot to the traffic on the Empire-Charleston highway, which is getting heavy traffic now.

I-3

3. Do you think there would be any adverse social effects if the boat basin is expanded as proposed. If yes, please list them.

Yes - 3

The people of Charleston will have to endure much more traffic and congestion.

Traffic loss of recreational facilities in favor of commercial development.

People living near the basin would be effected by the additional traffic, noises, etc.

No - 9

I live right in Charleston and I think the expansion would help the town.

I see nothing that will pose a great problem.

4. Do you think there would be any adverse environmental effects? Please list.

Yes - 4

Loss of clambed - Loss of opportunities for clamming.

People - pollution.

Destruction of clambeds and use of the site for Univ. of Oregon biology school.

We would lose a very good accessible clam bed, and a laboratory field for the Institute of Marine Biology. More pollution would definitely be added that would float up into the South Slough Sanctuary.

No - 9

Less by controlling in one area instead of splitting facilities.

Not much more than there already is.

5. Do you think there would be any adverse-energy effects? Please list.

No - 12

This site is the most conservative for energy.

None at Charleston Acres or Barview Area excepting light increase.

There would be more if they go some where else.

Energy would be saved by the closeness of facilities to this basin.

Because the Port wants to develop the North Spit for a fish complex. site for fish plants and the fishing boats will have to run up there to unload.

6. Do you think there would be any adverse economic effects if the boat basin is expanded as proposed? Please list.

Yes - 2

To motels and trailer parks.

Good effects to local business.

No - 11

I think there could be adverse effects if the project is not approved. Because Charleston has about all it can handle right now. If a basin was developed in Empire it would help to develop that area where there are more people and a lot more room.

SMALL BOAT BASIN EXCEPTIONS PROCESS

MARCH 15, 1979 PUBLIC WORKSHOP

QUESTIONNAIRE

IS THERE A NEED FOR ADDITIONAL MOORAGE SPACE IN COOS BAY?

_____ YES
_____ NO
_____ DON'T KNOW

SHOULD THE CHARLESTON SMALL BOAT BASIN BE EXPANDED?

_____ YES
_____ NO
_____ UNCERTAIN
_____ WITH CONDITIONS
(SPECIFY) _____

DOE YOU PREFER ANOTHER, IMMEDIATE SMALL BOAT BASIN LOCATION BESIDES THE "TRIANGLE"?

_____ YES
_____ NO

IF SO, WHERE? _____

WHY? _____

SMALL BOAT BASIN EXCEPTIONS PROCESS

March 15, 1979 Public Workshop

QUESTIONNAIRE

RESULTS

Is there a need for additional moorage space in Coos Bay?

Yes - 40

No - 0

Don't Know - 0

Should the Charleston Small Boat Basin be expanded?

Yes - 29

No - 7

Uncertain - 4

Conditions - 9 No Damage to South Slough, estuary tidal regions or increased pollution of waters - strict discharge enforcement

Fish and Game could create a program to increase clam beds in other parts of the Bay

Unless a better site can be agreed on. There is a definite need now.

Unless a better site can be chosen

We need more moorage for bigger boats.

Commercial docking only! No parking lots for sports boats are important enough to spend\$, or time and effort on.

Mitigation for the clam diggers (i.e. better access to another clam bed on the bay, for example Crab Flats area where clams are more abundant.

There is a real need for expansion and the area designated is the best use with the least environmental damage.

Do you prefer another, immediate small boat basin location besides the "Triangle"?

Yes - 9 If so, where? Menahsa area (not North Spit) Downtown Coos Bay area - with water front development - again strict ecological limits
Why? Shift focus from only lumber and fishing to tourism as well.

If so, where? Empire area - or old mill site, also room on the side - a dock where senior citizens or anyone can fish and enjoy the day.
Why? Create more work - activity and interest - also increase tax monies through increased business and values.

If so, where? My particular concern is the long term health of the estuary which must not fall prey to the same fate as other tidal resources on the west coast.

If so, where? Across from present basin and Barview Waysides.
Why? Because it is located in the basin area. It is more accessible than the present basin. It will relieve congestion at the present basin.

If so, where? I'm sure that all this takes is a little thinking.
Empire, North Bend possibly around the railroad bridge.

If so, where? Anyplace. That doesn't disturb the bays.
Why? I don't believe in filling or dredging for commercial industry.

If so, where? Coos Bay or Pony Slough.
Why? If you want to fish upper Bay, it's too far to travel.

If so, where? North Bend.
Why? To keep traffic off Empire highway.

If so, where? Empire or Pony Slough.
Why? Better location.

If so, where? Not sure, perhaps farther towards Empire, on the Empire side.
Why? Boat basin is too much of an environmental concern.

If so, where? Empire, or mouth of Pony Slough, or between the railroad bridge and the highway bridge. (North Point)
Why? To enlarge the present basin would: (1) destroy accessible clam area; (2) take a field lab away from U. of O.; (3) cause additional pollution in sanctuary; (4) interfere with all sorts of marine life

No - 28 The current need can potentially cost the area hundreds of thousands of dollars lost in jobs, seafood product, tourist dollars, moorage, vessel repair and potential business opportunities.

A study should be made to determine where the best site would be to meet the moorage needs for the next 10 years rather than just next summer.

Not for sport boats! (Yes, I do own an 18' sport boat and trailer!)
Land and water usage are too important for such frivolous and wasteful usage.

Limited estuary and usable sites should be reserved for commercial docking facilities.

Common sense.

This place is the most immediate place available.

(Steelheaders)
SMALL BOAT BASIN EXCEPTIONS PROCESS
March 15, 1979 Public Workshop
QUESTIONNAIRE

Is there a need for additional moorage space in Coos Bay?

Yes - 3

No - 2

Don't Know - 0

Should the Charleston Small Boat Basin be expanded?

Yes - 2

No - 2

Uncertain - 0

With conditions - 2 Try to protect clam beds.

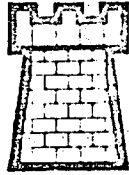
Another boat basin up the bay somewhere.

Do you prefer another, immediate small boat basin location besides the "Triangle"?

Yes - 3 If so, where? Near McCullough Bridge at the Pierce fill.
Why? Protected - can be desinated for sport - lets Charleston be
primarily commercial - Does not disturb clam beds - requires no
dredging or very little for depth. Docks at Charlston will require
dredging for large boats.

If so, where? Eastside or somewhere up channel from North Bend bridge.
Why? Would be handier for many Bay users.

No - 2



NASBURG *and* COMPANY INSURANCE

June 20, 1978

U. S. Army Corps of Engineers
Portland District
P. O. Box 2946
Portland, OR 97208

Re: Coos Bay Expansion Project
Public Notice 071-07A4-02922

Gentlemen:

It has been brought to our attention by our Port Administrator that the Port may expect some opposition to the proposed boat basin expansion and dredging project. Any opposition would be particularly bothersome from our standpoint; especially as our fishing fleet is now beginning to develop and grow into a stable and responsible economic factor in our community.

We are marine insurance brokers and risk managers. It is our business to place insurance for our local fishermen. The marine insurance business is volatile and dependent upon a certain amount of stability in the comfort in moorage and availability of fish market/processors. An unsafe and overcrowded harbor is not attractive to processors and cannot offer comfort in moorage and marine insurance markets are definitely affected by such a situation.

During the first half of 1978, we have seen insurance claims doubled in the area of grounding. Vessels are aground at their moorings on occasion and are having problems with our ship channel to the basin. Underwriters will expect to pay over \$75,000 in grounding claims out of our office alone during the year of 1978. Possibly the actual amount paid will be more by the end of the year.

Insurance claims and difficulty in procuring marine insurance for our larger vessels will have a terrible effect on our fisheries growth. The average vessel value and new construction costs have soared in the past 3 years especially. Our agency has seen a marine insurance growth of 50% in the past 2 years alone. This is a very strong indicator of the direction our Coos Bay fleet is heading.

U. S. Army Corps of Engineers

June 20, 1978

Page 2.

The fisheries resources directly offshore Coos Bay are currently being fished by domestic and foreign fleets. The foreign fleet is the greater. A great amount of resource is leaving the area aboard foreign processor ships, a resource that could be utilized to a greater extent locally. However, processors and money lenders for development need a progressive and expanding Port facility responsive to their needs. Any decision to invest dollars so urgently needed and cooperation among marine insurers will be colored greatly by port expansion or no port expansion.

It is our agency opinion that the creativity and foresight shown by our local fishermen, businessmen and other related economic development in our Port should weigh heavily in the decision for construction of an expanded port facility. The comfort of a well-dredged, well-protected moorage is of utmost concern for us as marine insurers of an expanding fishing fleet.

We sincerely pray our comments will be considered in this matter and a positive decision will be made on behalf of the port expansion project in question.

Sincerely yours,

NASBURG and COMPANY



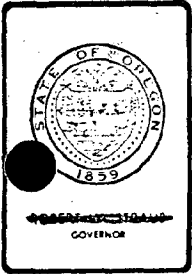
David E. Haverstock, Marine Broker

C. Andrew Nasburg, CPCU

DEH/ds

cc: Mr. Steve Felkins

Administrator, Port of Coos Bay



DOZ
ARWE

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310 PHONE (503) 378-4926

March 26, 1979



Ms. Sandra Diedrich, Director
Coos-Curry Council of Governments
Coos County Annex
North Bend, OR 97459

Dear Sandy,

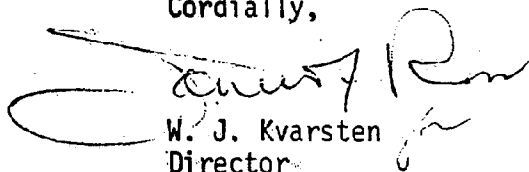
I understand the recent agency meeting on Charleston Boat Basin exception was well attended and that good discussion occurred. Reports from my staff suggest that one key issue needs to be addressed by this Department. That is, does the exception need to be justified through a moorage element for the whole Coos Bay Estuary, or can the exception cover a limited area of the bay?

Ideally, the exception should be part of a plan for the Estuary. However, it is the Department's opinion that it would be possible to adopt an exception short of completing a estuary plan or a moorage element. To do this the exception should include specific findings explaining why it is appropriate to limit the exception to an area of the bay rather than the entire Estuary. The second key test is to carefully consider a range of alternative sites and means within the identified area.

We encourage you to explicitly address these issues as you prepare the exception. We are also copying this letter to interested agencies. We expect them to comment on both issues when they review draft exceptions materials in early April.

If you need any additional assistance in preparing the exception, contact Glen Hale or Bob Cortright.

Cordially,



W. J. Kvarsten
Director

WJK:RC:cf

cc: Pat Amadeo
Senator Jack Ripper
Chuck Walters
Jack Donaldson
Kathi Larson
Glen Hale
Glen Carter
Steve Felkins
Stan Hamilton

April 29, 1979

Charleston, Ore.

Ms. Sandra Dietrich, Director
Coos Curry Council of Govt.
Coos County Annex
North Bend, Oreg.

Subject: Coastal Acres Exemption Process.

Dear Ms. Dietrich:

By almost general agreement the Coastal Acres expansion of the boat basin is only a temporary band-aid solution to a small portion of the problem. The much larger problem of coping with ^{the} apparent burgeoning trend of off-shore fishing is untouched. The tonnage and size of the boats being used is rapidly increasing and projections indicate that this trend will continue. It is also a \$1,200,00 band aid.

The nature of the fisheries is also going through a flux. Salmon fishing appears to be on the wane, and the fishing effort appears to be concentrating on shrimp, black cod, and bottom trawling. Tuna fishing remains in its own unique but respectable position. In addition to the above, the whiting (hake) fishery, which is far from idle speculation, would begin to change the predominately private ownership picture prevalent in American fisheries to a corporate effort. It would also require increasing the size and tonnage of vessels engaged in this fishery far above the present level.

This is the Port's problem. Why are they wasting the good offices

of CCCOG in an effort to gain an exemption for Coastal Acres? This expansion solves nothing except to provide additional moorage for a few more boats---generally those of existing size and at what cost.

By insisting on the band aid, the Port is also doing something else that is not too apparent in their presentation:

1. If the exemption is granted and the proposed dock is put in place, it will change the whole image of Charleston in fact as well as intent. The Charleston area with its broad spectrum of residential uses, businesses, and tourist attractions will be forced into becoming the hub of large scale fish processing for a corporate few. This is not a tourist attraction. It would also not be very attractive to the residents who would have to put up with it for twelve months out of the year. Think about it.

2. Imagine if you will, from the bridge to the Co-op breakwater, solid fishplant. The Port is not going to long refrain from filling behind its sought for docks when there is such an obvious need for more parking even now. Processing plants would be even more productive in the Port's eyes. Chuck's Seafood, (or Sinclair or is it Carter Oil) is the forerunner.

There certainly won't be room for sport/^{boat}launching or moorage facilities. This was the Port's intent approx. 15 years ago when they issued approx. \$1,000,000 in bonds and created the inner basin. This was intended soley for sport boats at that time. This is an indication of how rapidly plans and future projections can change or err. The Port has already made its initial effort

to drive out the Oregon Institute of Marine Biology as you are well aware. All this adds up to an indication of the Port's long term intent. With reference to Step #1, the exception for Coastal Acres, although they state that they have no money of their own; they are willing to spend \$1,200,000 of taxpayer's money for a solution that solves nothing. It is no wonder that the taxpayers turned down the Port's request for \$10,000,000 for them to spend at their discretion on North Spit. Even at the present time, right now, there are no plans for the moorage of boats at North Spit. For some unknown reason they want to cram them all into Charleston. Are commercial fishing boats so undesirable that they must be quarantined in Charleston? I think not. ^{from the bridge}

3. Pause and consider the physical size of South Slough ^{to} the entrance. Consider the level land in the surrounding area. On both counts they are very limited. South Slough is only a small portion of the Coos Bay Estuary and we are dealing with the Coos Bay Port Commission. Is their imagination so limited that when you talk about commercial boat moorage that Charleston is the only possible, reasonable, rational, or acceptable location? It would seem so.

Once again. Why is the Port wasting the time of the CCCOG and its apparently sincere Task Force? The Port is passing the buck to you. It should face up to its own problems instead of wasting your staff, efforts, and money promoting band aids. Especially diamond studded band aids like this one.

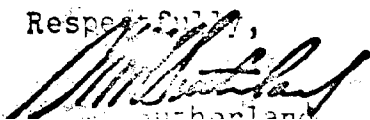
Charleston needs some open spaces so it isn't turned into a

ghetto of industrial fish handling and processing. We have abused our estuaries enough without turning South Slough into a dumping ground. It is, by hearsay, the last portion of Coos Bay that is qualified as an oyster raising area and even now these are threatened by high coeliform bacteria counts. I am a fisherman. I am in support of adequate moorage for the fishing fleet but not for all of it in South Slough.


In conclusion, I obviously view the Coastal Acres exception with disfavor. My reasoning and my projections may be faulty but my sincerety is not. I have resided in Charleston for approx. twenty years and have seen many changes and have accepted them. There comes a point, however, when one has to stand up and be counted. I feel that this is one of those times.

So this letter won't be entirely negative to your project of supplying reasonable additional moorage in a relative short period of time; one of your staff force members suggested a line of piles, reenforced by necessary dolphins, to run south along the channels edge for whatever length. This would start at the ice-plant and/or buying station at the end of the south break-water of the present boat basin. This would provide an excellent transient dock for a number of boats. The Basin needs such a facility. It would be a reasonable one from the point of view of cost, and it would require very little, if any, dredging or spoil disposal. This is obviously in its favor.

Respectfully,



Would you please distribute copies to
Task Force members?





All-Coast Fisherman's Marketing Association, Inc.

P. O. BOX 5382 — CHARLESTON, OREGON 97420

TELEPHONE (503) 888-5215



May 22, 1979

Ms. Sandra Dietrich, Director
C.C.C.O.G.
Coos County Annex
North Bend, OR 97459



Dear Sandra:

After reading Mr. Sutherland's letter, it seems clear to me that Bill's concerns are due to lack of information, which quite likely may be our fault.

With a salmon vessel moratorium in the works and a shrimp vessel moratorium on the drawing boards, it seems unlikely that we will see continued expansion in the fleet of the magnitude experienced in the last decade in Charleston.

Certainly, the expected 100' plus Hake (Whiting) vessels will not be able to utilize the Charleston Boat Basin because of their size and draft.

Charleston is indeed a broad spectrum use area, but its primary economic base is Commercial Fishing and has been for years. Tourism may have been a close second in the past, but with the fuel crisis doing again what it did to tourism in 1973, I doubt that Charleston residents can afford to wait for a return to substantial tourist income.

Zoning and land use planning provides that there will not be wall to wall fish plants.

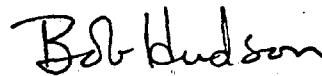
Exhaustive public hearings on alternate moorage sites has pretty well established Coastal Acres as the most viable location.

Coliform counts reportedly high in the moorage area have had no evident impact on the State's continued allowing of clam digging in Coastal Acres so we can only presume that the level is not high enough to effect public health.

In closing, I applaud Bill Sutherland's courage in standing up for what he believes. Again, I feel that his absence from the area during the exhaustive public hearings is partly responsible for his concerns, and I encourage you to be as responsive as possible to his queries.

Thanks for your time.

Very truly yours,

A handwritten signature in cursive script that reads "Bob Hudson".

Bob Hudson
Gen. Mgr.
A.C.F.M.A.

cc: Mr. Bill Sutherland

WORLD'S LEADING FOREST PRODUCTS PORT

Port of Coos Bay

TELEPHONE (503) 269-1131

POST OFFICE BOX 1226

COOS BAY, OREGON 97420

April 30, 1979

Mrs. Sandy Diedrich
Coos-Curry Council of Gov'ts
P.O. Box 647
North Bend, Oregon 97459

Re: North Spit Clam Beds



Dear Sandy:

Saturday and Sunday (April 28th & 29th) were exceptionally good clam tides, being minus and also at convenient morning times.

I was on the North Spit Sunday morning and talked to the State Police officer who was assigned to monitor the Spit for possible game violations. I asked his estimate of how many persons had come out the new Port road for the purpose of clam digging. His estimate was 1,000 persons each day.

Yours truly,

A handwritten signature in dark ink, appearing to read "Steve Felkins", is written over the typed name.

Steve Felkins
Port Administrator

SF/ea

cc: All Commissioners

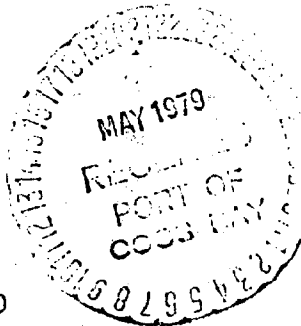


copy to S. Dietrich

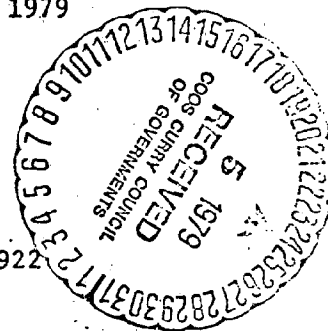
DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-RF-1

Port of Coos Bay
P.O. Box 1226
Coos Bay, Oregon 97420



17 May 1979



RE: 071-OYA-2-002922

Gentlemen:

Inclosed is a copy of correspondence received in response to public notice 071-OYA-2-002922 to advise you of objections or questions concerning your permit application. As applicant, you should determine the proper approach for satisfying reaction to your proposed project. Possible methods may include: 1) clarifying the elements of a misconception; 2) agreeing to observe appropriate corrective or preventive conditions; 3) redesign of contemplated work; 4) submission to this office of a covering agreement of approval from the objector; or 5) supplying the inquiring party with the information requested. Other methods, of course, may occur to you.

() Since the objection or question is from a Federal, State or local governmental or quasi-governmental agency, we ask that you reply directly to that agency unless a rebuttal to this office is indicated.

(x) Since private individuals or groups are concerned, you may wish to reply directly to them to foster improved public relations. If you prefer, you may respond directly to this office with appropriate views, facts, or rebuttal.

Please understand that you have the right to rebut any objections. However, some agencies require their own permit, lease or other authorization; this should be considered, if appropriate to your case. Copies of all replies and of any final disposition of each problem should be furnished to us so that your solution can be fully evaluated before a final decision is made on your application.

Sincerely,

G. A. NEWGARD
Chief, Regulatory Functions Branch

Incl 1tr dtd 14 May 79
O.D. Dunn

1tr dtd 14 May 79

NPPFL H.T. Ryley
101D (Rev)

APR 78

cc: Sandra Dietrich

729 E. Fourth St.
Coos Bay, OR. 97420
May 14, 1979

Portland District Corps of Engineers
Natural Resources Section
P. O. Box 2946
Portland, OR 97208

071-074-2-001932

Gentlemen:

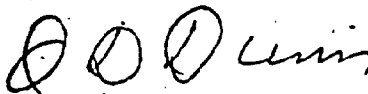
I am asking for an Environmental Impact study on the Port of Coos Bay Removal Application #2867, which would expand the Charleston Boat Basin.

Some of the reasons for your consideration include the following:

1. Would cause more pollution.
2. 200 more boats would cause too much congestion, when congestion is already a problem.
3. An easily accessible clam digging area now used by many people.
4. A larger boat basin would lead to more cars which have to travel an already crowded highway (Coos Bay to Charleston), and across the Charleston Bridge-- a bridge which is very inadequate.
5. An area extensively used by the U. Of O. Institute of Marine Biology.
6. There are other available boat basin sites.

I urge you to give the above matter your careful consideration and attention.

Very sincerely,



O. D. Dunn

1920 N 14th S

Coos Bay, Ore.

14 May 79

Portland District Corps of Engineers,
Natural Resource Section,

Box 2946,

Re: 2922

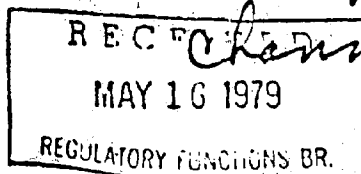
Portland Oregon.

Gentlemen -

I urge you to make an
"Impact Study" on the Coos Bay Port
removal application #2867.

The need for additional
moorage will be for larger fishing
boats. The limited channel at
Charleston is too shallow for today's
larger boats.

At the present Empire
Locks, at other sites in the lower
bay there are better possibilities for
moorage, that are close to the deep
channel.



Yours truly,
W. B. Byler

1260 underson
June 1, 1979
Coos Bay, Ore

Ms. Sandra Dietrich, Director
Coos Curry Council of Gov't.
Coos County Annex
North Bend, Oregon 97459

Re: Coastal Acres boat basin expansion

Dear Ms. Dietrich,

Since you are working with a task force to make an exception to the county plans that will permit the state to issue a permit to dredge part of Coastal Acres, I submit herewith information which I believe very pertinent to study before an exception is permitted. After analysing this closely I trust you will agree with me that Coastal Acres should be left as it is for the good of all.

Coastal Acres (approx 11.5 acres) was purchased from Charles Feller in 1966 for \$32,000. Just previous to this the Port of Coos Bay tried to buy the property from Mr. Feller, and offered \$11,000. Mr. Feller was asking \$57,500. The port refused to pay the asking price and then went to condemnation. Three appraisers, one from Eugene, one from Gold Beach, and Mr. Claude Stotta from Coos Bay, all turned in an appraisal, and all around the \$50,000 figure. This figure did not please the port so the court said a fair price for all concerned should be \$40,000. The port refused to buy, so thereafter it was sold to Coastal Acres, Bill Grannell Pres. and B. O. O. A.

secretary. So much for a little history.

● I have written letters to the newspaper giving my views regarding the dredging of Coastal Acres for a boat basin expansion. Some of my articles are herewith attached.

Some of the salient points I would like to make are these:

- (1) Coastal Acres is a very accessible and important clamming area for local people and tourists as well.
- (2) The U. of C. Institute of Marine Biology uses this area extensively as a laboratory for its wide variety of marine life.
- (3) Charleston has a relative small amount of land, and 200 more boat tie-up spots would lead to a lot more congestion. The Port of Coos Bay has already talked about doing away with the boat basin launching ramp because of congestion.

● (4) The eelgrass on Coastal Acres (see map attached) is very important ecologically, because in its role in maintaining the substrate, reducing water movement, and providing homes and food for many organisms. There is another grass found here, known as *Zostera marina*, and is one of the few sea grasses or marine seed plants present on the West Coast of the continent. I think too many times we take these things for granted and think nothing of destroying what nature has given us. Much could be said here about the ecology, but space and time are limited. I would like to mention that there are a lot of birds and fish too that feed on this area.

● (5) - To ~~have~~^{tie} up Coastal acres for another 180-200 boats would only be a temporary solution to the problem and a very costly solution - estimated cost \$1,200,000.00.

As fish boats get bigger they need more room and deeper water to tie up. I would like to suggest as a solution to the problem a site at the old pulp mill (Sitka Dock), or the Julius Swanson property, which lies south of the Empire dock for a distance of 2700 feet and consists of approx. 140 acres. The Sitka dock property has 65 acres of upland, plus all the water front that will ever be needed. Sewer and water are available at both sites.

I have talked to Mr. Nylie Smith, owner of Sitka docks. Also have talked to Mr. Julius Swanson, and both have said they will sell or lease if the port wants to negotiate a deal.

There is one thing right here that can't be stressed too much, and that is today, now, these properties are available, whereas tomorrow they may be off the market. That \$1,200,000 the port proposes to spend on Coastal Acres to enlarge the present boat basin, would go a long way in getting started on either the Smith or Swanson properties.

Mrs. Dietrich, you have come up with some very expensive figures for building breakwaters, so I submit to you herewith some pictures of breakwaters as used in San Francisco Bay, where they

have wind and tides the same as we do here.

Sorry, but I don't have the cost of making a breakwater out of old tires, but I'm sure it would only be a small fraction of the cost of rock.

Also, you will find as part of this letter the following:

1. - Newspaper picture of people digging clams in the very spot where the port proposes to dredge.
2. - A copy of the Division of State Lands letter to the port Commission denying a dredging permit.
3. - Public Forum letters and articles that appeared in local newspapers.
4. - A map of Coastal Acres where dredging is proposed.

In Conclusion I would just like to say that Charleston was a nice little place, and is got if we don't overdo it with too many boats and fish plants. We should furnish a place for boats to tie, but there are too many for all to tie up in Charleston. So, why do the job half way and fix berths for 180 boats when 400 are needed, and at great cost for a job half done.

I am submitting this letter trusting you will make it part of your report you are preparing for our Coos County Commissioners. Thank you.

Sincerely,

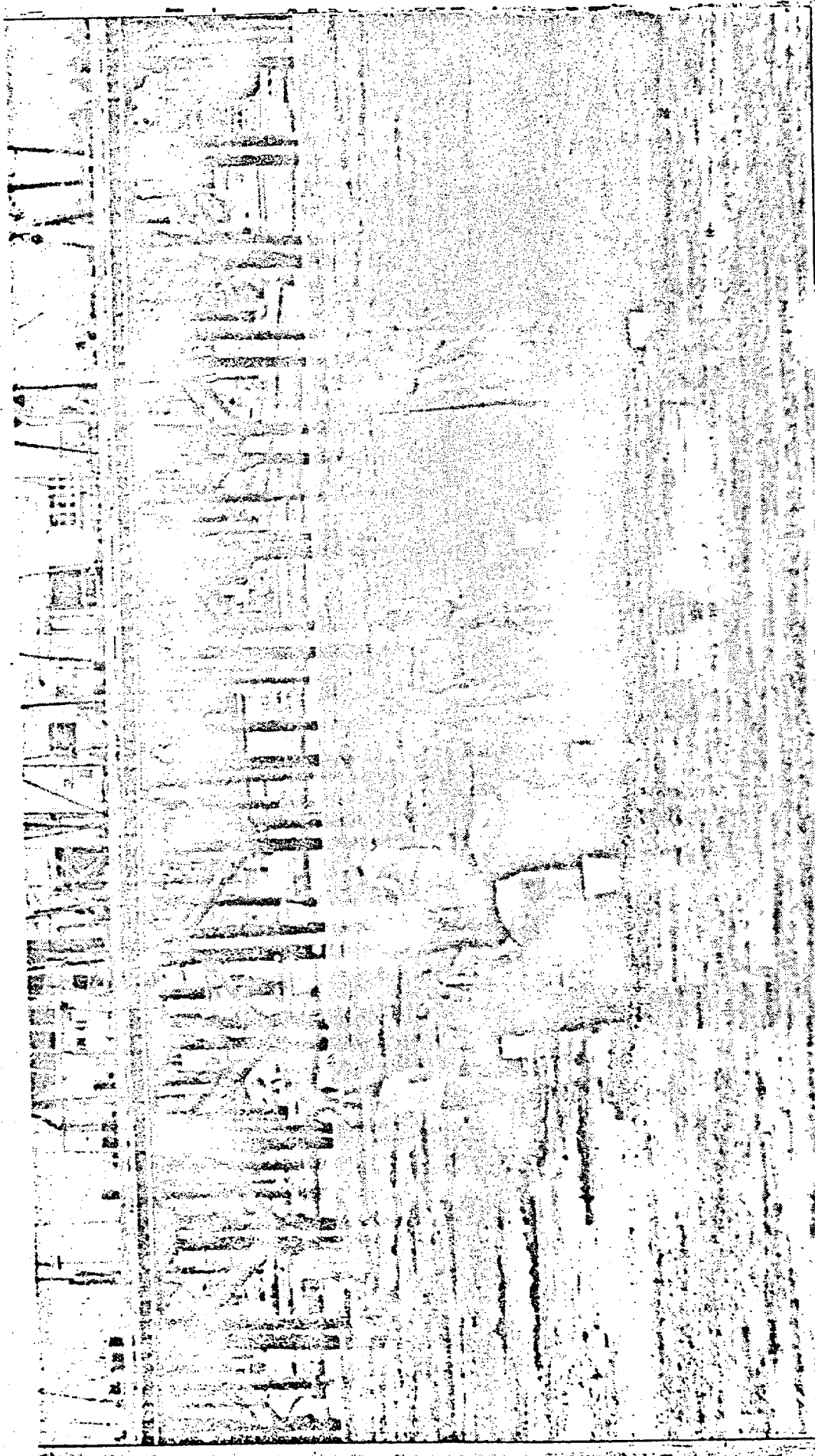


Photo by Dennis Cameron

CLAMMING is a great way to spend a holiday weekend in the Bay Area.

Should this area be dredged out?

Mr. Steve Felkins
November 15, 1978
Page 2.

ORS 541.625(1) of the Removal/Fill Law states:

"The Director of the Division of State Lands shall issue a permit to remove material from the beds or banks of any waters of this state applied for under ORS 541.620 if he determines that the removal described in the application will not be inconsistent with the protection, conservation and best use of the water resources of this state as specified in ORS 541.610."

The term "water resources" is defined by statute to include:

"Not only water itself but also aquatic life and habitat therein and all other natural resources in and under the waters of this state."

In view of the significant clam population and public clam fishery at the proposed expansion site it is our finding that the proposed project is inconsistent with the protection, conservation, and best use of the water resources of this state. Removal Permit Application No. 2867 is denied.

ORS 541.625(4) provides that any applicant whose application for a permit has been denied may request a hearing from the Director of the Division of State Lands within ten (10) days of the denial of the permit or the imposition of any condition. The Director will set the matter down for hearing, which shall be conducted as a contested case in accordance with ORS 183.415 to 183.470. You may be represented by counsel at the hearing.

Please do not hesitate to contact us if you have questions concerning this denial or appeal procedures.

Sincerely,

William S. Cox
Director

WSC:kp

cc: Oregon Dept. of Fish & Wildlife
Water Resources Department
National Marine Fisheries Service
U.S. Fish & Wildlife Service
Soil & Water Conservation Commission
Environmental Protection Agency
U.S. Army Corps of Engineers
Department of Environmental Quality

Mr. Steve Felkins
November 15, 1978
Page 2.

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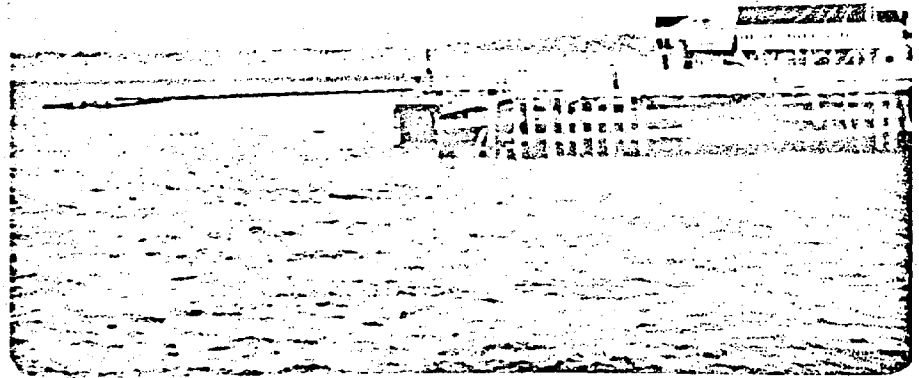
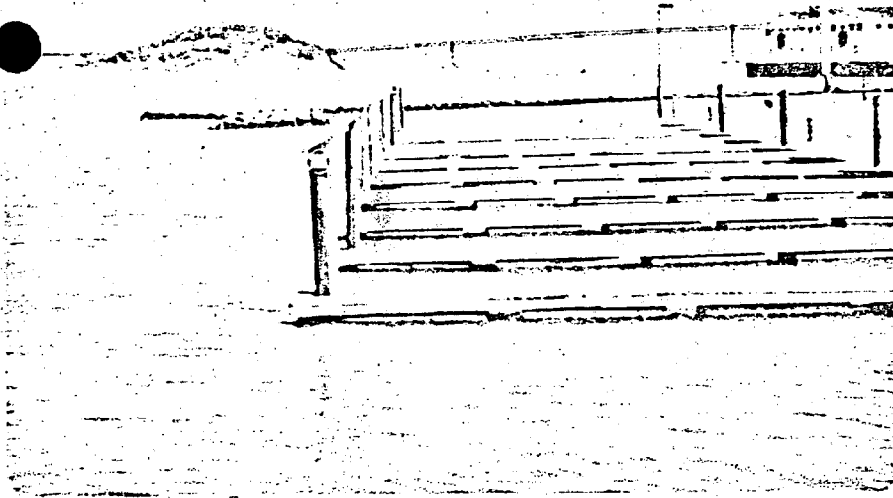
Sincerely,

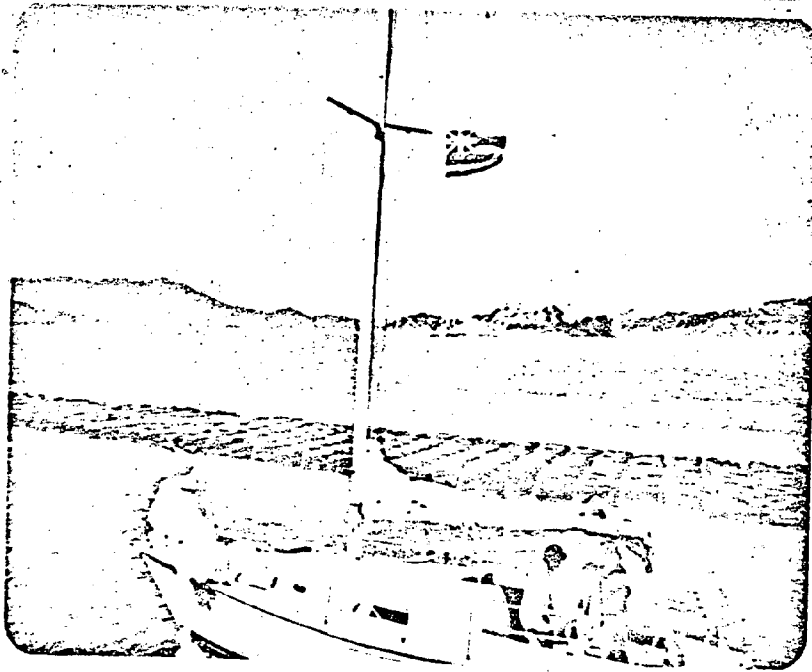
William S. Cox
Director

WSC:kp

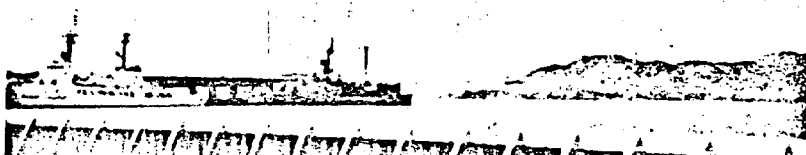
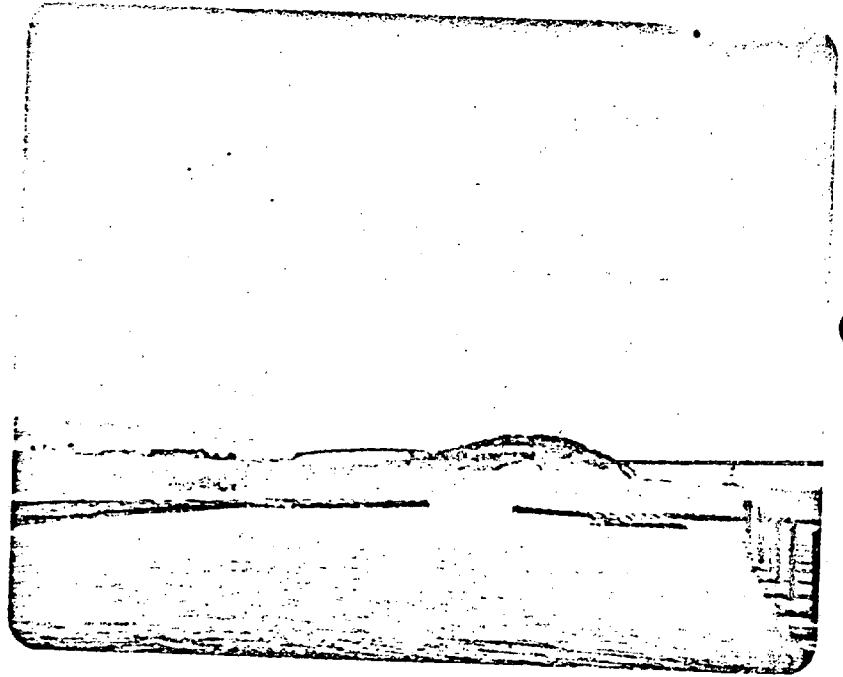
cc: Oregon Dept. of Fish & Wildlife
Water Resources Department
National Marine Fisheries Service
U.S. Fish & Wildlife Service
Soil & Water Conservation Commission
Environmental Protection Agency
U.S. Army Corps of Engineers
Department of Environmental Quality

VIEWS OF SAN
FRANCISCO BOAT
BASIN NEAR
FISHERMAN'S WHARF
NOTE FLOATING
BREAKWATERS





BREAKWATER IN SAN FRAN-
CISCO BAY NEAR FISHER-
MANS WHARF. MADE
OF OLD TIRES



Bay Reporter 12-20-78

Clams vs. boats — a tough one

By RICK HILLMAN

Summertime traffic jams, bigger parking lots, overproduced clam beds, pollution of the South Slough Sanctuary, beach erosion, and not enough moorage space for an expanded fishing fleet are some of the issues surrounding the Port of Coos Bay's plans for expanding the Charleston Small Boat Basin.

Recently the State Lands Board turned down the Port's request for a dredging permit which would allow 200 to 250 new boat slips to be added to the overcrowded fishery facilities.

The problem for the land board was an easily accessible clam bed that fills a triangle-shaped tidal flat between the present basin and Hallmark Fisheries. Nearby are the Trawler restaurant and the

homes of long time Charleston residents.

A 1971 state study assessed the site as the fifth best clam bed in the Bay Area, which the State Land Board pointed to when they denied the dredging permit.

State and federal fishery related agencies recommended the denial of the permit because they feared negative impacts on not only the clam bed but the small fish who are a significant component of the ocean food chain.

The state agency said the dredging and moorage would reduce the number of clams available for public harvest, wipe out intertidal invertebrates, reduce feed for birds and fish, and increase pollution to bottom sediments.

"They'd have a parking lot in front of my house," says

Leonard Hall about the plan. His home is near the tidal flats.

"I'm not an ecologist, but I've been here since 1940. I live on the beach and I'd hate to see it ruined," Hall adds.

Cordell Berge, Trawler restaurant spokesman, charged that more boats would create more beach erosion and the shoreline would be threatened by dredging. The tidal flats are vital to the scenic view from the picture windows of the restaurant.

Another affected land owner, Eugene architect B. King Martin, wrote the decision makers, "I am also looking for moorage for my boat, but I feel there are better suited site opportunities than the proposed with far less devastation to marine life and recreation."

Other critics were concerned about the dredging spoils and

one suggested that a full Environmental Impact Statement would be appropriate.

PORT SEEKS HEARING

The Port of Coos Bay is seeking a new hearing on the

denial of the dredging permit. They want to know more of the reasons for the State land Board's decision.

Port Commissioner Bob

[Continued on Page 6]

The public forum

1-22-79

exact thing the narrow-minded people are trying to do to our public library.

Ms. Caryl Coley
Coos Bay

Why state said no

"Ripper enters fight," so says front page news in The World Jan. 11. The article says Sen. Jack Ripper has called upon the Oregon Division of State Lands (DSL) to approve plans to build an expanded boat basin at Charleston.

Sounds simple, but I question if the senator has gone to any depth to study the reasons why William Cox, director

of DSL, refused the port's permit to expand the boat basin in an area known as Coastal Acres. The port had a chance to buy this land at one time for \$40,000 but turned it down, saying the price was too high.

Here are some of the reasons why I think the state ruled correctly in refusing the permit:

—The area does comprise a very important clam bed with a number of different kinds of clams.

—It is an area very accessible to the public.

—The marine biology school uses this area as a laboratory to study marine life because the students can walk to the site.

—Boats pollute the water, as everyone knows, and on incoming tides the pollution would drift into the South

Slough Sanctuary.

—Traffic at the boat basin is reaching the point of congestion at times; 200 more boats would greatly add to this problem. This is not the only place on the bay to build a boat basin.

I can testify to the quality of clam digging in Coastal Acres, as I have dug my limit there several times this last fall — clams are in better shape in the fall of the year.

When Senator Ripper says, "The conflict between DSL and local government has gotten completely out of hand," I don't understand just what he is trying to tell us. If the Division of State Land decision didn't suit Mr. Ripper, I wouldn't say the "conflict" is out of hand.

Lorance Eickworth
Coos Bay

The publ

A visitor gives view

As a recent, much impressed visitor to the Oregon coast, I would like to comment on the extension of the parking lot adjacent to the Charleston Small Boat Basin.

Prior to this trip, I had never been west of New York state, and was immediately struck by the abundance of natural beauty that extended beyond the undeveloped regions, into the residential and business areas. I live in a rural area of New York, but have seen the expense entailed in reclaiming areas of city and countryside which were gouged earlier, without thought to heritage or aesthetics — 20-20 hindsight is usually impeccable.

To deprive the shore residents of their view, beach, and clam flats insults the very colonization that helped the basin to grow, not to mention the damage done to their property values. If Charleston ever has to depend on a tourist economy, the local government has begun to cut its own throat in paving these clam flats and flowered shore yards.

You have so much room, so much opportunity, not to make the same mistakes as the East did — "eminent domain" should never be enunent, thoughtless tyranny.

Susan Halpin Williams
Caledonia, N.Y.

Clam bed's defenders cite multiple resource

By RICK HILLMAN
Larry Youmans, spokesman for the All Coast Fishermen's assn., points to the aerial photograph of the proposed Small Boat Basin expansion. He laughs, "It's the richest clam bed in the world."

Like the Port of Coos Bay, Youmans would like to see expansion of the boat basin to allow between 200 and 250 new slips for large fishing boats as well as some recreational craft. But the problem is that rich clam bed.

While it may not be the richest in the world, it nevertheless is a big issue.

Tom Gaumer, Oregon Fish

and Wildlife biologist in Newport, is responsible for the study ranking the basin clam bed as the fifth best clam bed in the Bay Area.

An extensive research survey study was made in 1971 where clam diggers were asked about the productive beds.

BEST BEDS

For those keeping score, the most productive clam beds were listed by Gaumer. In order of production, they are:

North Spit, Pigeon Point, Charleston Flats, Menasha Dike, Charleston Boat Basin, Barview, South Slough, Empire Flats and North Bend. Ten clam sites were rated out of 30 tidal flats in the bay.

"It is one of the more important clam beds in the area," Gaumer figures.

State and federal fisheries agencies contributed to the state land board's denial of the necessary dredging permit.

About the denial of the Port's request, "I can understand that they are upset," says Bill Mullarkey, biologist for Oregon State Fish and Wildlife in Coos Bay.

"They are doing their job—which is providing basin space—but ours is protecting a public resource. I don't believe we can afford the trade off here."

Mullarkey is worried the dredging will carve off too much

of the tidal lands in the bay, reducing the food for bigger fish as well as limiting one of the area's favorite clam digging sites, one with easy public access.

The basin plan calls for dredging up to a third of the clam-rich mud at the deeper end of the tidal flats. The clams would presumably return one day, but they would be in deeper water. Clam diggers with pails and shovels would have a harder time getting to the deeper beds at low tides.

DREDGE PROBLEM

Mullarkey is concerned the dredging will disrupt the small fish that are an important part of the food chain for more commercial fish.

Other biologists believe the dredging will change the flow of nutrients because of the change in water depth; the difference could upset the delicate balance and risk the future productivity of the area.

Asked if the changes in the flow and sediment caused by the

dredging would be good or bad for the clams, OFW's Gaumer says, "It is a gamble to predict whether they will be a benefit or not. Man has changed some things and they haven't been the same since."

He points to a bed in Netarts that was seriously affected by a boat basin project.

"But it isn't only boat basins that cause problems, it can also be heavy production from the beds themselves. The effect of the beds' production has not been studied very recently, but

Gaumer says the Bay Area is getting increasing research emphasis.

Fishery biologists are reluctant to point to another basin site, however. A possible clam bed that could be given greater public access might be Pigeon Point. Needed there, though, is more parking space.

Pigeon Point ranks very high in productivity and use and could take some of the heavy pressure off the Charleston basin clam beds.

Limited amount of resources

On March 7 there appeared in The World, an open forum letter signed by the Coos County Board of Realtors, Mary J. Beck, president. The realtors supported The World editorial on Feb. 17. The editorial condemned Dr. Paul Rudy of the University of Oregon Institute of Marine Biology. And, I might say, I think The World has tried to, and in some cases succeeded, in poisoning people's minds about the director of the institute, and has done this without giving all the facts.

The Coos County Board of Realtors' letter goes on in support of filling in the bay (3,900 acres have already been filled or diked) to extend the airport. They want to industrialize the North Spit, when we have industrial sites on the opposite side of the bay, and they want to dredge out one of our most accessible clam beds for a boat basin, when there are other sites available.

Realtors, like chamber of commerces, are always pushing for development for, after all, development brings people, and people buy homes; therefore more home sales means more business. Pardon my English, but no one gives a damn, it's just what is good for me.

I am not as anti-business as some people quote me, but I have lived here over 70 years and can see what is happening. I say let's keep some of the good things we still have and enjoy them. There is room for expansion, but we don't have to destroy all those good things all in the name of progress. Take that cranberry bog near Charleston. It was covered with dredge spoils, and I suppose under a realtor's view that is progress because you can now build on the land. It probably took a thousand years to create that peat bog, and now it's gone. The same thing is happening to our clam beds, cover them with dredge spoils or dredge them out.

This good old earth has a limited amount of resources. Let's not destroy what we have.

Lorance Eickworth
Coos Bay

The public forum

Bull-dozing it through

It was an interesting experience to observe the tactics of the Coos-Curry Council of Governments when it moved in and took over the Charleston-Barview Neighborhood Group last Sunday evening. The result was an endorsement for the Coos Bay Port Commission to expand the Charleston Boat Basin into the "Coastal Acres" area. Orchestrated by Mrs. Sandra Dietrich, and backed by a one time clique of supporters, they bulk-dozed the endorsement through with very little meaningful discussion of the problems involved.

If this is an example of the CCCOG Task Force's approach to investigate the proposed expansion, let's forget it. It too clearly bears the mark of the Coos Bay Port Commission's usual heavy-handed, arbitrary, do-it-our-way-or-else approach to most of its problems. There is no reason to turn the rather limited resources of Charleston into a ghetto of fish related expansion. It is an excellent small boat basin, but it just isn't suited for the expansions contemplated, or the type of corporate fishing that is apparently in the offing. The proposed expansion is a band-aid solution to a very serious problem.

The Port of Coos Bay should be looking to other areas instead of trying to cram into Charleston the mish-mash that it talks about. Drive through the Charleston Boat Basin and observe the "charm" and "orderliness" of its activities under the Port's guidance. This at the present level of fish landings.

If the enlargement should proceed as planned, the citizens of Charleston can well forget the Charleston they have known. It's mixture of commercial fishing activity, tourist influx for sport fishing, recreational opportunities, and mixed residential and commercial uses will be gone. There just won't be room for them. They will receive in exchange, in high concentration, all the delights of corporate industrialized fishing and processing. This sort of activity is usually relegated to a remote or isolated area for obvious reasons, but then that may be the way the Port commission regards Charleston.

The CCCOG "Task Force" is well named. The long itemized program reads very much like a military battle plan. The Charleston-Barview Neighborhood Group was the first out-post over run. No casualties fortunately, but I am afraid that Charleston will be the ultimate victim.

Leonard N. Hall
Charleston

2-26-79

The public forum

What is 'Progress'?

Progress apparently has a different meaning to different people. I have been attacked for stopping progress. Now just what is progress? Is it bulldozing out orange groves and covering fertile farmland with asphalt? Is it bulldozing out fruit orchards, as has been done around Eugene, and here again covering rich farmland with asphalt and houses? Is it dredging out lucrative clam beds, or covering clam beds, that makes progress? I can't agree to that which has been done, or that which is proposed for the future, is in the best interest of "progress."

Certainly I think we need more boat moorage on Coos Bay, but we don't have to upset the ecology to get it. There are too many good reasons why we should not "bulldoze" out one of nature's gifts and add congestion to the Charleston boat basin.

I would like to quote from the Bay Reporter on Dec. 20, 1978 when Bob Younker, president of the Port Commission, said: "The summertime traffic gets especially heavy during the holidays. Time may come when we will have to close the launching ramp

because of the overcrowded parking space. We have asked the county to provide other launching ramps for recreational boaters." We can have economic development and also keep what nature has given us if we just work to that end.

The port admits parking gets overcrowded even now, and yet leases land to the Charter Oil Co., an outside based company, to build a fish plant on prime port property (our property, yours and mine), and to add to the congestion, the port wants to add moorage for another 150 to 200 boats. And we must not forget, the U.S. Coast Guard is presently negotiating with the port for more land to increase their facilities.

I read in the paper the other day where the Oregon Department of Economic Development wants to shift some of the activities from Portland, Eugene, and Medford because it is getting too crowded. My question is, do we want a crowded area here, too? What's the advantage? Remember, you're giving up something if you are going to get something. I hope the young people won't be looking back 20, 30 or 40 years from now and saying, "Boy we had it good around Coos Bay before it became so crowded."

Lorance Eickworth
Coos Bay

What about South Slough?

If the Port of Coos Bay is going to spend \$1.2 million for the pier project in Charleston, I would strongly suggest this money be spent in an area large enough to take care of future needs and accommodate all types of boats. With the shallow draft channel leading into the boat basin, and with larger boats coming, so the prediction is, it is questionable if enlarging the basin is the answer to the problem, with all the conflicting side effects. Certainly the area in Charleston is too small and the damaging effects too great to allow a seven-acre dredge permit in this location.

I cannot agree with George Gant, port attorney, when he says "dredging does not necessarily destroy the resource (although) it does make it less accessible to the people..." Not neces-

2-3-79

Im

sarily means to me that dredging could destroy (and I maintain it does destroy in this case) the resource, and less accessible means if you want to dig clams you will have to wear a diving suit.

Clams, however, are not the only reason that I, and a lot of other people are concerned about the dredging permit. Another concern, and one which should be monitored closely, is the quality of water in the South Slough system. As mentioned before, more boats in this area means more pollution. The water is already contaminated above the state standard pollution guideline. We have another problem, and that is congestion. Looking ahead in the years to come, can we afford to increase the size of the present boat moorage without increasing the land to accommodate the traffic? Actually, there is very little level land around the basin.

The time is at hand to look for a new location, and instead of putting out \$125,000 for Coastal Acres which is owned by Rep. Bill Grannell and associates, I strongly suggest this money be used for a boat basin in another area. Mr. C. Wylie Smith of the Coos Head Timber Co. owns the old pulp mill site, and also adjacent land, which is all available for purchase. Mr. Julius Swanson owns land from the Empire dock south to the sewer plant. He, too, will sell. Combined there is about 1 1/2 miles of deep water frontage.

I think it is time we look around a little more before crowding any more big projects in Charleston where space is already at a premium.

Lorance Eickworth
Coos Bay

MEMBER STATES

ALASKA
CALIFORNIA
IDAHO
OREGON
WASHINGTON

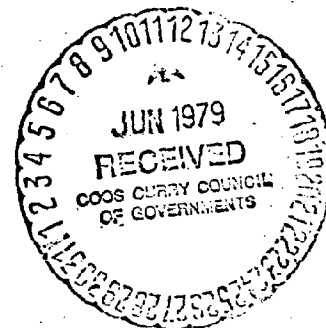
PACIFIC MARINE FISHERIES COMMISSION

528 S.W. MILL STREET
PORTLAND, OREGON 97201

PHONE (503) 229-5840

June 8, 1978

EXECUTIVE DIRECTOR
JOHN P. HARVILLE
TREASURER
G. L. FISHER



Ms. Sandra Diedrich
Director, Coos-Curry Council of Governments
P. O. Box 647
North Bend, Oregon 97459

Dear Ms. Diedrich:

At their October 1978 annual meeting, the five Pacific States which are members of the Pacific Marine Fisheries Commission unanimously approved a Resolution calling for coordinated planning and development of fishing harbor facilities along the Pacific coast. Attached is a copy of that Resolution. I believe the "whereas" sections comment effectively upon the crucial importance of improving these facilities, perhaps best summarized in the final statement:

"WHEREAS, the construction of modern fishing port facilities within the coastal zone is necessary, and must be coordinated to consider present and future regional berthing needs, present and future fish unloading needs, present and future regional on-shore support needs, and present and future regional fish processing needs, while minimizing adverse environmental impacts, in order that the United States be able to fully utilize its fishery resources;"

Because of the immediate interest of the Coos-Curry Council of Governments in port and harbor development in Coos Bay, I request that this letter and attached Resolution be incorporated into the record of the Council's proceedings on this matter. Also I would appreciate it if my office might be placed on your mailing list for any technical reports developed by staff or steering committees concerning plans for harbor development in the Coos-Curry area. On the basis of those materials, we may wish to comment further in support of the principles addressed in our Resolution.

Permit me to offer these general comments concerning the need for improved harbor facilities along the Pacific Coast.

Well before passage of the Fishing Conservation and Management Act of 1976 (the "200-mile bill"), the Pacific Coast generally faced a shortage of harbor and docking facilities of all kinds. Long waiting-lists for berthing facilities have been the rule in most of our coastal harbors. Docking and shoreside support facilities have been generally inadequate for even small and medium-sized vessels, and grossly inadequate for modern larger fishing vessels.

With establishment of U.S. jurisdiction over fisheries out to 200 miles from shore, this nation achieved preferential access to some 20% of the world's fishery resources; yet at the present time, the United States is harvesting only about 4% of the world's catch. According to a Presidential policy paper released by the White House May 23, 1979, these figures suggest we should be able to triple our present fisheries harvest, and it is this goal which national planners are using in setting forth new policies and programs for U.S. fisheries development. Clearly any such quantum increase in commercial fishing activity will require major improvements in both quantity and kind of shoreside support services for our fishing fleets.

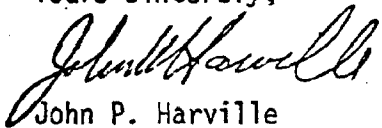
However, it is not possible at this time to quantify accurately how much, what kind, and where these augmented services must be provided. It is clear that significant development of presently under-utilized resources, (e.g., hake or Pacific Whiting) will require major changes in both at-sea and shoreside technology and support services. Certainly the trend will be toward larger vessels and more sophisticated fast-turnaround shoreside receiving and servicing facilities.

These considerations underscore the need to move as promptly as practicable toward development of shoreside facilities which will enable our fishing fleets to use more fully the resources off our shores, and return thereby significant benefits in dollars, jobs, and economic growth for our coastal communities and for the country as a whole. However, effective achievement of long term goals certainly will require systems-level planning which considers not only our direct needs for harbor improvements, docks, berths, and other moorages, and ancillary shoreside services; but also the transportation and community services infrastructure required to maintain those port and harbor facilities.

I think it also important to underscore a condition inserted in the final "whereas" of PMFC's 1978 Resolution. That Resolution urges fishing port development and improvement... "while minimizing adverse environmental impacts"... The wording was carefully chosen; our States are deeply concerned about environmental impacts, but recognize that every action involves tradeoffs of benefits and costs. Clearly the Resolution calls for careful assessment of environmental costs, and for planning to minimize any negative impact.

Please do not hesitate to call my office if I can provide further information. I will look forward to further details concerning plans for port development in your area.

Yours sincerely,



John P. Harville
Executive Director

JPH:pc

Attachment: Pacific Marine Fisheries Commission Resolution No. 5
Coordinated Planning of Fishing Harbor Development in
The Coastal Zone

PACIFIC MARINE FISHERIES COMMISSION RESOLUTION NO. 5

COORDINATED PLANNING OF FISHING HARBOR DEVELOPMENT IN THE COASTAL ZONE

WHEREAS, Congress passed the Coastal Zone Management Act of 1972 to facilitate the protection of coastal resources and the orderly development of coastal areas; and

WHEREAS, many coastal States also passed legislation to protect coastal resources and provide for the orderly development of coastal areas including the States of California, Oregon and Washington, which have federally approved coastal programs; and

WHEREAS, the federal agency responsible for coastal zone management is the Office of Coastal Zone Management in the National Oceanic and Atmospheric Administration under the Department of Commerce; and

WHEREAS, the federal agency responsible for fisheries development is the National Marine Fisheries Service in the National Oceanic and Atmospheric Administration under the Department of Commerce; and

WHEREAS, there exists a critical shortage of modern berthing, unloading, support and processing facilities in Pacific coastal fishing ports; and

WHEREAS, the need for larger berthing facilities, high volume unloading machinery, increased on-shore support facilities and additional processing capabilities will increase as the U.S. fishing fleet begins to harvest many currently underutilized species; and

WHEREAS, the lack of modern fishing port facilities will hinder the growth and size of the U.S. fishing fleet, and hinder U.S. processors' abilities to modernize and expand to compete in the world market; and

WHEREAS, present development of facilities is seldom planned on a regional basis and is often hindered by local planning and permit processes; and

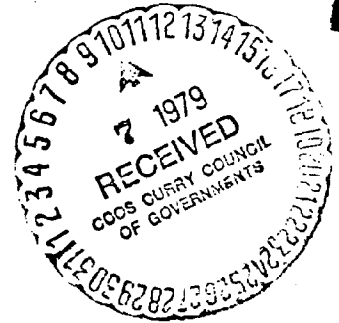
WHEREAS, the construction of modern fishing port facilities within the coastal zone is necessary, and must be coordinated to consider present and future regional berthing needs, present and future fish unloading needs, present and future regional on-shore support needs, and present and future regional fish processing needs while minimizing adverse environmental impacts, in order that the United States be able to fully utilize its fishery resources;

NOW THEREFORE BE IT RESOLVED, that the Pacific Marine Fisheries Commission memorializes the Office of Coastal Zone Management and the National Marine Fisheries Service to support, coordinate and fund the planning by state coastal zone agencies and state fisheries agencies for fishing port development and improvement within the coastal zone.

Adopted at Coeur d'Alene, Idaho
October 19, 1978 by unanimous
approval of the five Compact States:
Alaska, California, Idaho, Oregon,
and Washington

1260 Anderson
Coos Bay, Ore. 97420
July 8, 1979

Ms. Sandra Dietrich, Director
Coos Curry Council of Gov't.
Coos County Annex
North Bend, Oregon 97459



Re: Coastal Acres boat basin expansion

Dear Ms. Dietrich,

I understand, after talking to one of the Task Force members just recently, they have, or most likely will give up on further consideration of the Sitka Dock property or the Julius Swanson property in Empire. I still maintain no real effort or study was ever made on either of these properties.

When I previously talked about the Swanson property at Empire, one of the objections by some of the Task Force members, was that it was too far away--fuel was too hard to get and too expensive. I never did understand this objection in view of the fact that there will most likely be fish plants on the port property on the North Spit. Also I have noticed that the Charter Oil Company, who has a fish processing plant in Charleston, is preparing to unload boats at Empire and truck the fish to Charleston.

The Swanson property has many advantages and can be purchased for a reasonable price, probably around the \$500,000 figure. As mentioned before, there is approximately 40 acres with some 2700 feet of water frontage. If the present Empire dock was extended south there would be 18 to 20 feet of water at mean low water. This same depth could be on the inside of the dock with a small amount of dredging, which would be necessary to increase the depth of water and get fill material for the upland. Part of the upland has already been filled by dredge material.

Other advantages are as follows:

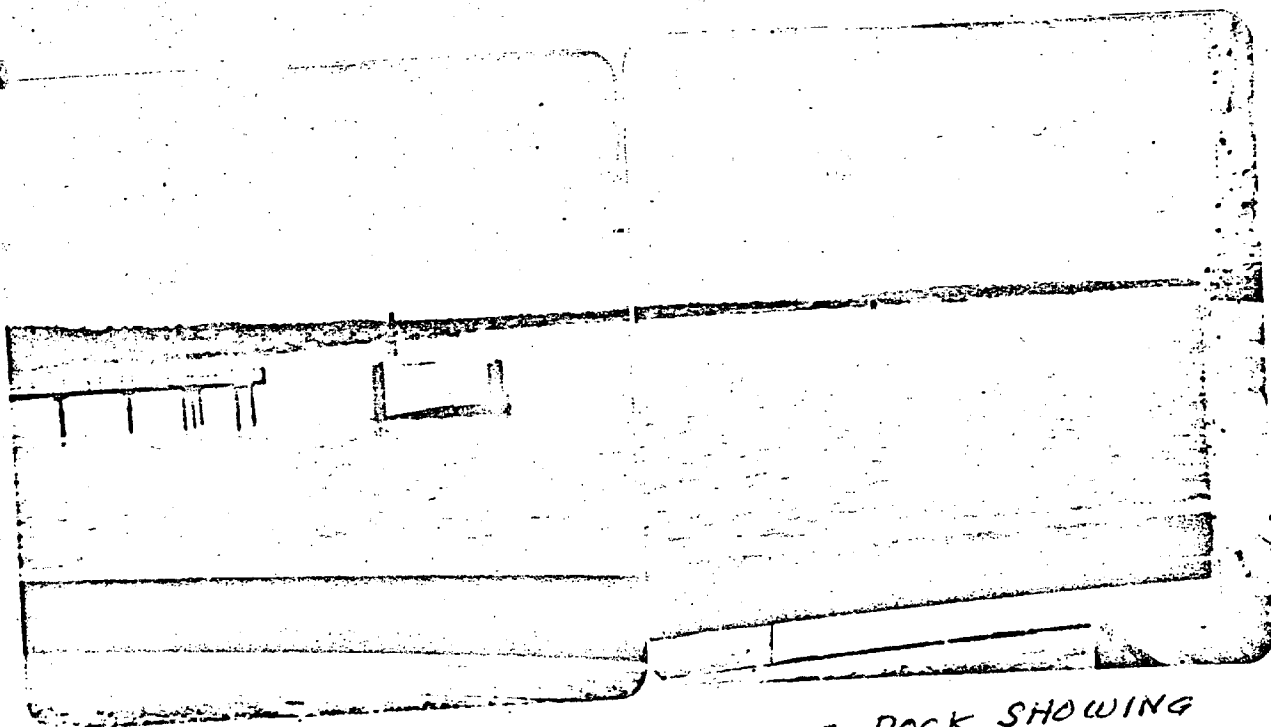
- 1.- All utilities are immediately available
- 2.- Less congestion on the busy Empire-Charleston highway
- 3.- There is already one fish plant already located close by
- 4.- The property is now available
- 5.- It would relieve Charleston of further congestion

Herewith attached are some pictures taken off of the Empire dock. The picture looking down the bay shows likely location for a boat basin. Picture to the north shows Eureka Fisheries fish plant.

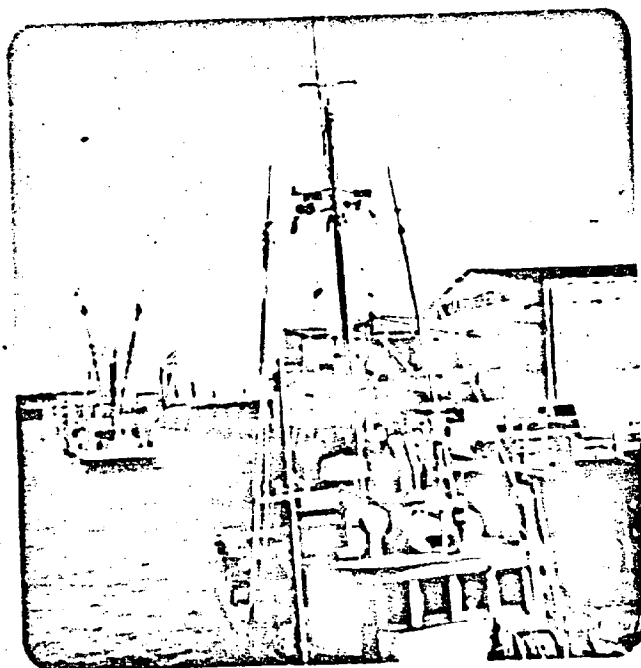
I would like to have this report be made a part of your record of the Task Force findings.

Sincerely,

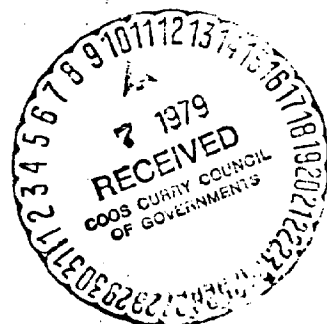
Lorance W. Eickworth
Lorance W. Eickworth



PICTURE TAKEN FROM EMPIRE DOCK SHOWING
JULIUS SWANSON PROPERTY ON THE LEFT



EUREKA FISHERIES
IN EMPIRE



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